

Fiscal Year  
1999



# AGP

ANNUAL GROWTH POLICY  
CEILING ELEMENT

Recommendations  
for Growth  
Capacity  
Ceilings for  
Montgomery  
County,  
Maryland for  
Fiscal Year  
1999

Staff  
Draft

**STAFF DRAFT  
FY98 ANNUAL GROWTH POLICY  
CEILING ELEMENT**

for

**MONTGOMERY COUNTY, MARYLAND**

Including  
Guidelines for the Administration  
of the  
Adequate Public Facilities Ordinances  
and  
Growth Capacity Ceilings for FY98

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Montgomery County department of Park and Planning  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760  
November 7, 1997

## **ABSTRACT**

**TITLE:** Staff Draft FY99 Annual Growth Policy Element

**AUTHOR:** Montgomery County Department of Park and Planning

**SUBJECT:** Draft Growth Capacity Ceilings and Guidelines for the Administration of the Adequate Public Facilities Ordinance and Growth Capacity Ceilings for Montgomery County, Maryland for Fiscal Year 1999

**PLANNING AGENCY:** The Maryland-National Capital Park and Planning Commission

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**ABSTRACT:** Montgomery County Code Section 33A-15 establishes the process by which the Montgomery County Council provides guidance for the management of growth. The Code requires the Council to adopt an Annual Growth Policy Ceiling Element by July 15 of each year to be effective throughout the next fiscal year, and requires that no later than November 7 of each fiscal year, the Montgomery County Department of Park and Planning release a staff draft AGP Ceiling Element. This ceiling element contains recommendations for growth capacity ceilings for the next fiscal year.

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**FY99 ANNUAL GROWTH POLICY  
CEILING ELEMENT  
STAFF DRAFT**

**TABLE OF CONTENTS**

	<b>PAGE</b>
I. DRAFT FY99 TRANSPORTATION STAGING CEILING RECOMMENDATIONS	1
II. PUBLIC SCHOOL CAPACITIES	12
III. APPENDICES	
1. Policy Area Profiles and Maps	19
2. The Capital Improvements Program	61

# Transportation Staging Ceiling Recommendations

The two primary tests for adequacy of public facilities are the tests for transportation and public school facilities. Other public facilities (e.g., police, fire, and health) have been found to be adequate for purposes of development regulation. In recent years, the main constraint on development has been the "Transportation Test" as administered in both policy area and local area review. The following discussion of Policy Area Transportation Review (PATR) considers all transportation facilities which are anticipated to be fully funded for completion within the first four years of the County's Capital Improvement Program (CIP), the state's Consolidated Transportation Program (CTP), or the CIPs of Rockville and Gaithersburg in FY1998.

### **Overview**

For the FY99 Annual Growth Policy, the Department of Park and Planning staff anticipates that there is one new staging ceiling-increasing transportation project that can be counted as being complete in 2002. That is, there is one transportation project that will increase staging ceiling listed as being complete in the first five years of the current year's County, state, or municipal capital budgets and therefore, expected to be in the first *four* years of *next* year's CIP.

The transportation improvement consists of a new interchange on the I-270 East Spur at Rockledge Drive. The project is listed in the Maryland Consolidated Transportation Plan as being fully funded with construction complete in 2002.

### **Transportation Staging Ceilings**

Transportation staging ceilings determine the total amount of development (existing, approved for construction, and yet-to-be approved) that can be handled by the transportation network without exceeding standards for roadway congestion. It is also referred to as the gross staging ceiling. The net remaining capacity is the amount of development that can still be approved. It is calculated by taking the gross staging ceiling and subtracting the existing base of development and the pipeline of approved (but as yet unbuilt) development. Each infra-

structure improvement that adds transportation capacity also provides additional staging ceiling. The amount of additional ceiling depends not only on the transportation improvement itself, but also in large part on background land use and transportation network conditions. To the extent possible, specific staging ceiling increments are associated with specific road improvements to help guide the Capital Improvements Programming process.

Staging ceilings are set for both housing units and jobs. There is no general rule for the trade-off between housing and jobs, which depends very much upon local conditions. Countywide there is approximately 1 job for every resident worker, or 1.5 jobs per household. This does not imply that there is a local balance everywhere, nor that every resident worker is employed in the county. However, areas with better balance between jobs and housing units can accommodate more development at the same congestion standard than areas which are largely imbalanced, as the road system usage is less peaked. Roads in areas with a great deal of housing and less jobs will generally be able to accommodate more than 1.5 additional local jobs for every housing unit. Typically, roads in employment centers can handle more than 1 additional local housing unit for every 1.5 jobs. This is because a worker living among more employment opportunities than the typical resident, such as in a CBD, will have shorter than average trip lengths, and thus have less impact on the road network. Similarly, a job located in a sea of housing will more likely draw a nearby worker who will have a shorter than average commuting distance, with less impact on the road network.

### **Current FY98 Transportation Staging Ceilings**

The FY98 adopted ceilings (see Tables 1 and 2) provide positive net remaining capacity in 22 policy areas for housing and 23 policy areas for jobs. As of September 30, 1997, there was remaining staging ceiling for 35,025 housing units and 32,136 jobs. Not counting the cities of Rockville and Gaithersburg, there are six County policy areas that have negative net remaining capacity for housing and five that have negative net remaining capacity for jobs.

R&D Village is the only policy area that changed its moratorium-area status during FY98. This is because the County Council approved a transfer of housing capacity to jobs capacity in that area. Subsequently, 100 percent of the jobs capacity in the R&D Village was used when the Traville development was approved.

### **FY98 AGP "Moratorium" Areas**

*These are policy areas where transportation service is worse than the County standard because of existing and approved development.*

*Subdivision approvals may occur in moratorium areas under certain conditions.*

#### **Housing**

Aspen Hill  
Clarksburg  
Damascus  
Fairland/White Oak  
Montgomery Village/Airpark  
North Potomac.

#### **Jobs**

Clarksburg  
Derwood  
Fairland/White Oak  
Montgomery Village/Airpark  
R&D Village.

*Note: If the AGP applied to cities of Gaithersburg and Rockville, these municipalities would be considered "moratorium areas" because the amount of development approved in these areas creates more traffic congestion than the AGP's standard.*

Neither Rockville nor Gaithersburg are governed by the Annual Growth Policy. However, Montgomery County calculates staging ceilings for both municipalities in the AGP to account for the impact of development and transportation service levels in these areas on the unincorporated areas of the County.

Staging ceilings are implicitly set at the zoning holding capacity for the rural policy areas of Darnestown/Travilah, Poolesville, Goshen, Patuxent, and Upper Rock Creek. Water and sewer service and Local Area Transportation Review also constrain development in the rural areas. In addition, staging ceilings in the Germantown Town Center, Grosvenor, Potomac, and Silver Spring/Takoma Park policy areas have been set at the estimate of zoned holding capacity.

The box lists the six policy areas where the County has already approved more residential subdivisions than can adequately be served by the existing and programmed transportation network, and the six policy areas where the County has already approved more commercial (jobs) subdivisions than can adequately be served by the existing and programmed transportation network.

Developers can gain approval of subdivisions in moratorium areas by building the needed transportation improvements or by making a payment to the County to cover a portion of the transportation costs associated with their project.

#### **FY99 AGP "Moratorium" Areas**

*As shown in the table below, Department of Park and Planning staff expect that the same policy areas will be in moratorium for FY99 as in FY98. This is because staff is recommending adding staging ceiling for FY99 to North Bethesda, which is not currently in moratorium.*

##### **Housing**

Aspen Hill  
Clarksburg  
Damascus  
Fairland/White Oak  
Montgomery Village/Airpark  
North Potomac.

##### **Jobs**

Clarksburg  
Derwood  
Fairland/White Oak  
Montgomery Village/Airpark  
R&D Village.

*Note: If the AGP applied to cities of Gaithersburg and Rockville, these municipalities would be considered "moratorium areas" because the amount of development approved in these areas creates more traffic congestion than the AGP's standard.*

#### **Recommended FY99 Transportation Staging Ceilings**

The methodology used to develop the recommended staging ceilings for FY99 (see Tables 1 and 2) are identical to those for the adopted Annual Growth Policy. There are no changes in Level of Service standards, methods for measuring Level of Service, or assumptions in this analysis.

The recommended ceilings are based on transportation projects which have 100 percent of their construction expenditures programmed within the four years of the anticipated FY99-03 CIP, the anticipated FY98-03 State Consolidated Transportation Plan, and the current adopted Rockville CIP.

For the FY99 Annual Growth Policy, the Department of Park and Planning staff anticipates that there is one new staging ceiling-increasing transportation project that can be counted as being complete in 2002. That is, there is one transportation project that will increase staging ceiling that is





The map illustrates the Rural Policy Areas in the Silver Spring area. Key regions and labels include:

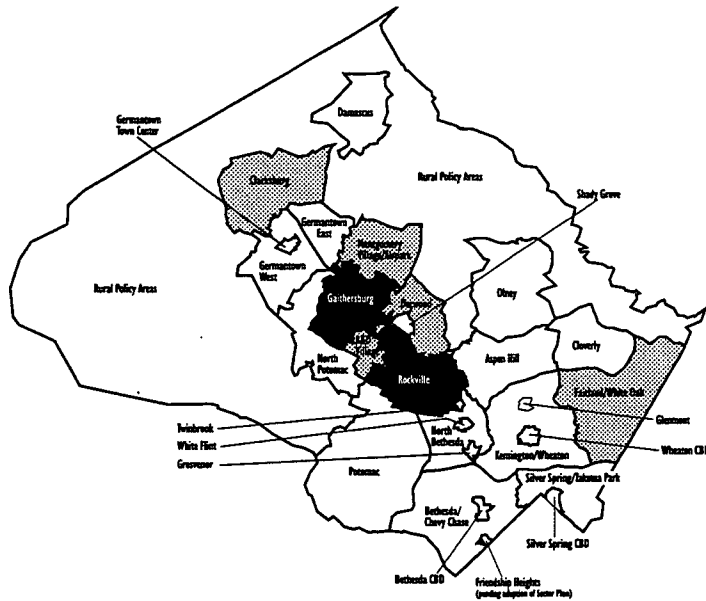
- Rural Policy Areas:** Gaithersburg, Gaithersburg East, Gaithersburg West, Gaithersburg/Elkridge/Bladensburg, Gaithersburg, Gaithersburg East, Gaithersburg West, Gaithersburg/Elkridge/Bladensburg, Gaithersburg, Gaithersburg East, Gaithersburg West, Gaithersburg/Elkridge/Bladensburg.
- Other Labels:** Gaithersburg, Gaithersburg East, Gaithersburg West, Gaithersburg/Elkridge/Bladensburg, Gaithersburg, Gaithersburg East, Gaithersburg West, Gaithersburg/Elkridge/Bladensburg, Gaithersburg, Gaithersburg East, Gaithersburg West, Gaithersburg/Elkridge/Bladensburg.

The map illustrates the Rural Policy Areas in the Washington, D.C. area. The regions are defined by shaded areas and labeled with their respective names. The map includes the following labels and corresponding areas:

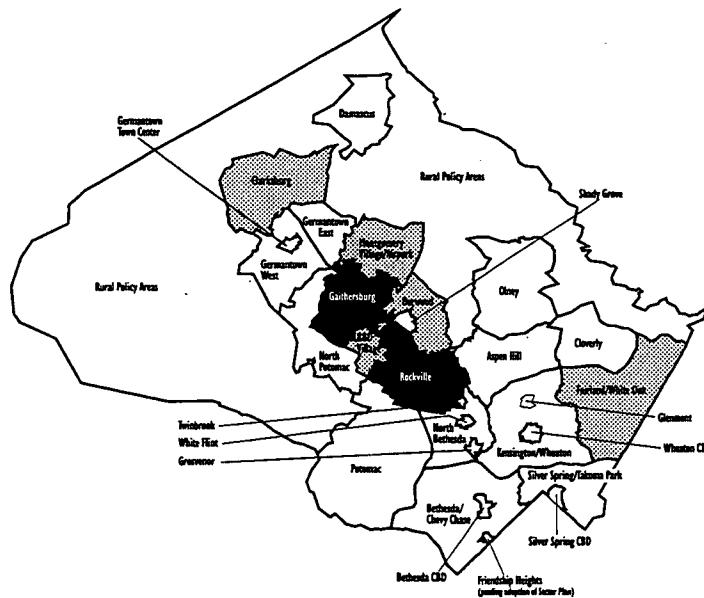
- Germanstown News Center**: Located in the northwest, near the Pennsylvania border.
- Rural Policy Areas**: A general label for the entire map area.
- Stony Grove**: Located in the northeast.
- Diary**: Located in the east-central part of the map.
- Cherry**: Located in the east-central part of the map, south of Diary.
- Forest/White Flint**: Located in the east-central part of the map, south of Cherry.
- Glenn**: Located in the east-central part of the map, south of Forest/White Flint.
- Whitman**: Located in the east-central part of the map, south of Glenn.
- Silver Spring/Edison Park**: Located in the southeast.
- Silver Spring CIO**: Located in the southeast, south of Silver Spring/Edison Park.
- Friendship Heights (covering subarea of Sector Two)**: Located in the southeast, south of Silver Spring CIO.
- Rockville**: A large, dark-shaded area in the center of the map.
- Gaithersburg**: A dark-shaded area to the west of Rockville.
- Hyawesah's Village Market**: A dark-shaded area to the north of Gaithersburg.
- Germanstown East**: A dark-shaded area to the north of Gaithersburg.
- Germanstown West**: A dark-shaded area to the west of Gaithersburg.
- Germanstown News Center**: A dark-shaded area to the northwest of Gaithersburg.
- Twinsbrook**: A dark-shaded area to the west of Gaithersburg.
- White Flint**: A dark-shaded area to the west of Gaithersburg.
- Grovermont**: A dark-shaded area to the west of Gaithersburg.
- Potomac**: A dark-shaded area to the south of Gaithersburg.
- North Potomac**: A dark-shaded area to the south of Potomac.
- North Bethesda**: A dark-shaded area to the south of Potomac.
- Bethesda/Cherry Chase**: A dark-shaded area to the south of North Bethesda.
- Bethesda CIO**: A dark-shaded area to the south of Bethesda/Cherry Chase.
- Friendship Heights**: A dark-shaded area to the south of Bethesda CIO.




- FY99 Annual Growth Policy Ceiling Element**

**Annual Growth Policy Areas in Moratorium for New Non-Residential (Jobs) Subdivision Approvals in FY98**



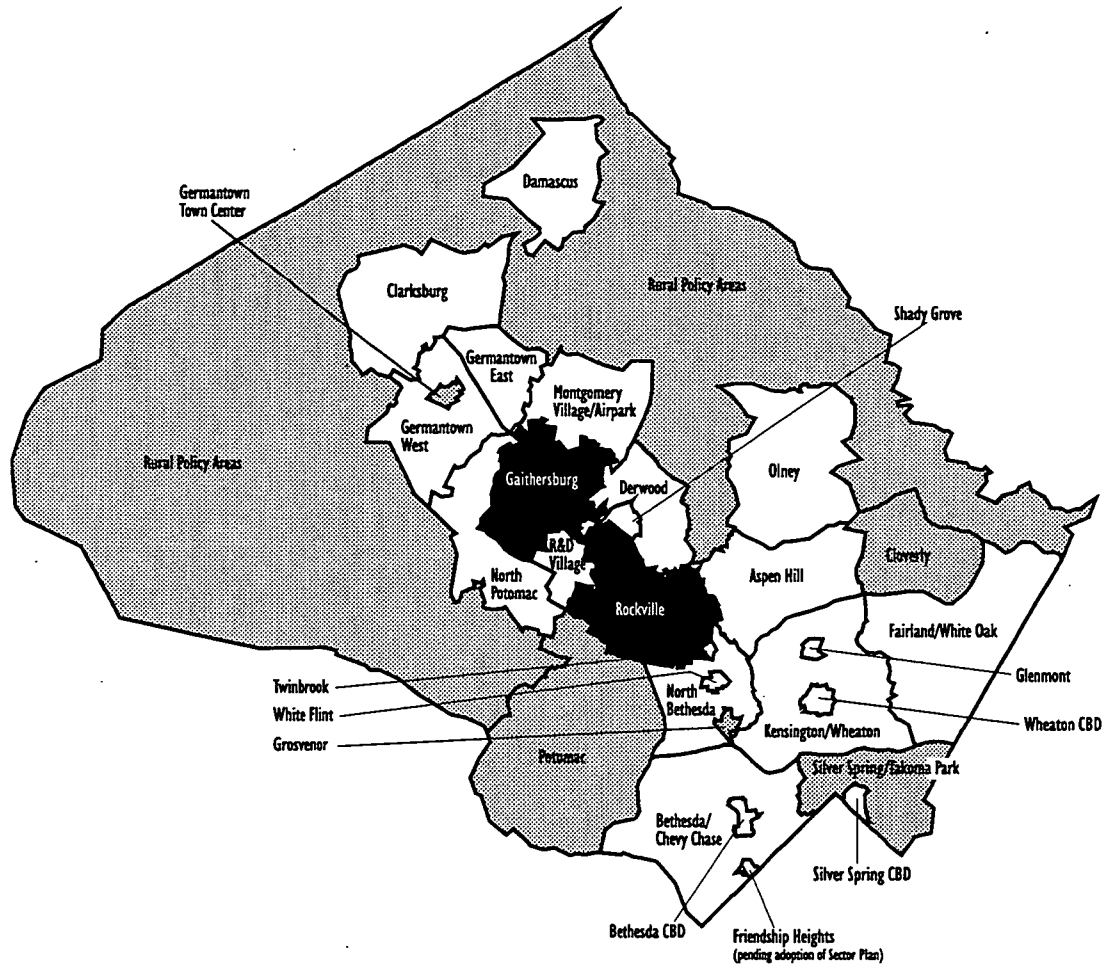
**Annual Growth Policy Areas in Moratorium for New Non-Residential (Jobs) Subdivision Approvals in FY99**



-  Policy Areas Where the Traffic Congestion from Existing and Approved Development is in Excess of the Adopted Transportation Level of Service Standard
-  Policy Areas Where Additional Development Can be Approved While Meeting the Adopted Standard for Transportation Level of Service
-  Municipalities Where the Annual Growth Policy Does Not Apply

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## ***Policy Areas With Staging Ceilings Set at Zoned Holding Capacity***



When policy area staging ceilings are set at the zoned holding capacity, it means that sufficient staging ceiling has been allocated to that policy area to allow buildout of the maximum amount of development allowed by the zoning and master plan.

Development in these areas is either not subject to Policy Area Transportation Review, or will pass PATR if it is applied. Development in these areas is still subject to Local Area Transportation Review.

Cloverly's staging ceiling is at the holding capacity for residential approvals only. Development in Rockville and Gaithersburg is not subject to the AGP.

**Table 1**  
**Transportation Staging Ceiling Using Draft FY99 Staging Ceilings**  
**HOUSING**

Policy Areas	FY98 Net Housing Ceiling	Pipeline As of 09/30/97	FY98 Net Remaining Capacity	Draft FY99 Net Housing Ceiling	Pipeline As of 09/30/97	Draft FY99 Net Remaining Capacity	Difference in Remaining Capacity FY98-FY99
	A	B	C=B-A	D	B	E=D-B	F=E-C
Aspen Hill	(4,473)	2,312	(6,785)	(4,473)	2,312	(6,785)	0
Bethesda CBD	3,423	241	3,182	3,423	241	3,182	0
Bethesda/Chevy Chase	6,533	561	5,972	6,533	561	5,972	0
Clarksburg	186	1,565	(1,379)	186	1,565	(1,379)	0
Cloverly	1,773	487	1,286	1,773	487	1,286	0
Damascus	(774)	496	(1,270)	(774)	496	(1,270)	0
Derwood	909	34	875	909	34	875	0
Fairland/White Oak	(3,247)	920	(4,167)	(3,247)	920	(4,167)	0
Friendship Heights	1,205	405	800	1,205	405	800	0
Gaithersburg City (see notes)	1,308	2,813	(1,505)	1,308	2,813	(1,505)	0
Germantown East	5,038	3,475	1,563	5,038	3,475	1,563	0
Germantown West	7,469	7,113	356	7,469	7,113	356	0
Germantown Town Center	1,849	85	1,764	1,849	85	1,764	0
Glenmont	632	132	500	632	132	500	0
Grosvenor	1,400	0	1,400	1,400	0	1,400	0
Kensington/Wheaton	3,243	481	2,762	3,243	481	2,762	0
Montgomery Village/Airpark	(4,380)	790	(5,170)	(4,380)	790	(5,170)	0
North Bethesda	1,956	539	1,417	1,956	539	1,417	0
North Potomac	(220)	966	(1,186)	(220)	966	(1,186)	0
Olney	2,263	2,095	168	2,263	2,095	168	0
Potomac	2,454	1,177	1,277	2,454	1,177	1,277	0
R & D Village	2,116	1,684	432	2,116	1,684	432	0
Rockville City (see notes)	909	4,225	(3,316)	909	4,225	(3,316)	0
Shady Grove	500	0	500	500	0	500	0
Silver Spring CBD	6,123	1,288	4,835	6,123	1,288	4,835	0
Silver Spring/Takoma Park	2,470	110	2,360	2,470	110	2,360	0
Twinbrook	300	0	300	300	0	300	0
Wheaton CBD	1,523	14	1,509	1,523	14	1,509	0
White Flint	1,700	1,012	688	1,700	1,012	688	0
Totals	55,782	35,025	32,441	55,782	35,025	32,441	0

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years if the anticipated FY99-04 CIP or the FY98-03 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

Although the ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established in the Silver Spring Sector Plan. The AGP does not control development in Rockville and Gaithersburg, and deficits shown for those areas have no practical effect.

Rural policy areas (Goshen, Travilah/Damestown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available for new subdivision approvals. The AGP resolution approves staging ceilings, not net remaining capacity. Since net remaining capacities typically change each time a subdivision is approved, they are provided for illustrative purposes only.

**Table 2**  
**Transportation Staging Ceiling Using Draft FY99 Staging Ceilings**  
**JOBS**

Policy Areas	FY98 Net Jobs Ceiling	Pipeline As of 09/30/97	FY98 Net Remaining Capacity	Draft FY99 Net Jobs Ceiling	Pipeline As of 09/30/97	Draft FY99 Net Remaining Capacity	Difference In Remaining Capacity FY98-FY99
	A	B	C=A-B	D	B	E=D-B	F=E-C
Aspen Hill	153	44	109	153	44	109	0
Bethesda CBD	6,920	2,819	4,101	6,920	2,819	4,101	0
Bethesda/Chevy Chase	1,516	457	1,059	1,516	457	1,059	0
Clarksburg	3,999	4,774	(775)	3,999	4,774	(775)	0
Cloverly	345	140	205	345	140	205	0
Damascus	156	143	13	156	143	13	0
Derwood	1,893	2,596	(703)	1,893	2,596	(703)	0
Fairland/White Oak	(2,767)	5,849	(8,616)	(2,767)	5,849	(8,616)	0
Friendship Heights	4,831	2,181	2,650	4,831	2,181	2,650	0
Gaithersburg City (see notes)	11,532	16,808	(5,276)	11,532	16,808	(5,276)	0
Germantown East	16,770	16,210	560	16,770	16,210	560	0
Germantown West	16,245	14,613	1,632	16,245	14,613	1,632	0
Germantown Town Center	7,099	3,360	3,739	7,099	3,360	3,739	0
Glenmont	200	0	200	200	0	200	0
Grosvenor	80	0	80	80	0	80	0
Kensington/Wheaton	3,162	462	2,700	3,162	462	2,700	0
Montgomery Village/Airpark	1,092	2,834	(1,742)	1,092	2,834	(1,742)	0
North Bethesda	5,361	4,944	417	6,361	4,944	1,417	1,000
North Potomac	193	98	95	193	98	95	0
Olney	2,329	349	1,980	2,329	349	1,980	0
Potomac	2,236	214	2,022	2,236	214	2,022	0
R & D Village	16,441	16,441	0	16,441	16,441	0	0
Rockville City (see notes)	8,977	29,044	(20,067)	8,977	29,044	(20,067)	0
Shady Grove	1,000	2	998	1,000	2	998	0
Silver Spring CBD	6,537	3,335	3,202	6,537	3,335	3,202	0
Silver Spring/Takoma Park	1,524	959	565	1,524	959	565	0
Twinbrook	971	0	971	971	0	971	0
Wheaton CBD	2,763	129	2,634	2,763	129	2,634	0
White Flint	3,172	187	2,985	3,172	187	2,985	0
Totals	127,497	124,336	37,573	128,497	124,336	38,573	1,000

The ceilings indicate the amount of additional development that can be supported with transportation capacity available from the first four years if the anticipated FY99-04 CIP or the FY98-03 State CTP. Negative numbers indicate the amount by which the estimated level of development exceeds the ceiling.

Although the ceilings are shown for all policy areas, development in Potomac is controlled by zoning and water and sewer constraints. Development in the Silver Spring CBD is also controlled by the limits established in the Silver Spring Sector Plan. The AGP does not control development in Rockville and Gaithersburg, and deficits shown for those areas have no practical effect.

Rural policy areas (Goshen, Travilah/Damestown, Rock Creek, Poolesville, and Patuxent) are not assigned staging ceilings. In these areas, subdivision applications are subject to Local Area Transportation Review as well as to relevant zoning and water and sewer constraints.

For all totals, negative numbers are treated as zero. The total net remaining capacity, then, is the total amount of capacity available for new subdivision approvals. The AGP resolution approves staging ceilings, not net remaining capacity. Since net remaining capacities typically change each time a subdivision is approved, they are provided for illustrative purposes only.

Table 3

# Net Remaining Capacities by Policy Area, FY92 to FY99

## HOUSING

Draft

Policy Area	FY 92	FY 93	FY 94	FY 95	FY96	FY 97	FY 98	FY 99
Aspen Hill	(5,137)	(5,145)	(5,148)	(6,594)	(6,597)	(6,675)	(6,785)	(6,785)
Bethesda CBD	500	500	500	3,200	3,200	3,200	3,182	3,182
Bethesda/Chevy Chase	2,339	2,438	2,415	7,004	6,863	6,816	5,972	5,972
Clarksburg					(1,320)	(1,320)	(1,379)	(1,379)
Cloverly	(2,105)	(2,135)	(1,709)	112	(51)	1,295	1,286	1,286
Damascus	(804)	(968)	(970)	(1,156)	(1,162)	(1,217)	1,270	1,270
Derwood	1,392	1,379	1,379	1,379	1,375	875	875	875
Fairland/White Oak	(2,626)	(2,371)	(2,458)	(4,244)	(4,008)	(4,002)	(4,167)	(4,167)
Friendship Heights							800	800
Gaithersburg City	2,339	2,217	1,635	(56)	(659)	(967)	(1,505)	(1,505)
Germantown East	53	47	795	64	1,628	1,620	1,563	1,563
Germantown Town Center	0	0	1,764	1,764	1,764	1,764	356	356
Germantown West	(775)	(908)	705	2,410	1,072	824	1,764	1,764
Glenmont							500	500
Grosvenor			1,400	1,400	1,400	1,400	1,400	1,400
Kensington/Wheaton	1,972	1,858	1,837	1,816	1,812	1,775	2,762	2,762
Montgomery Village/Airpark	(4,220)	(4,222)	(3,973)	(5,169)	(5,169)	(5,170)	(5,170)	(5,170)
North Bethesda	1,368	2,824	1,751	1,751	1,566	1,458	1,417	1,417
North Potomac	(4,858)	(4,914)	(4,920)	(1,019)	(1,058)	(1,072)	(1,186)	(1,186)
Olney			524	(155)	(258)	241	168	168
Potomac	1,675	1,644	1,656	1,451	1,430	1,318	1,277	1,277
R & D Village	(194)	(248)	306	3,615	3,615	3,615	432	432
Rockville City	163	163	163	301	301	284	(3,316)	(3,316)
Shady Grove						500	500	500
Silver Spring CBD	1,372	1,372	1,183	4,138	4,138	4,327	4,835	4,835
Silver Spring/Takoma Park	1,300	2,295	2,294	2,251	2,250	2,245	2,360	2,360
Twinbrook			300	300	300	300	300	300
Wheaton CBD	1,509	1,509	1,509	1,509	1,509	1,509	1,509	1,509
White Flint			900	949	949	949	688	688

Table 4

**Net Remaining Capacities by Policy Area, FY92 to FY99****JOBS**

Policy Area	Draft							
	FY 92	FY 93	FY 94	FY 95	FY96	FY 97	FY 98	FY 99
Aspen Hill	334	334	334	139	139	139	109	109
Bethesda CBD	318	305	305	5,305	5,295	5,307	4,101	4,101
Bethesda/Chevy Chase	8,955	7,995	8,209	3,209	3,209	3,209	1,059	1,059
Clarksburg					(775)	(775)	(775)	(775)
Cloverly	(185)	(185)	(185)	315	315	205	205	205
Damascus	140	85	85	30	30	13	13	13
Derwood	(2,324)	(2,395)	(2,427)	(676)	(677)	(703)	(703)	(703)
Fairland/White Oak	(11,739)	(9,739)	(8,031)	(8,711)	(8,611)	(8,616)	(8,616)	(8,616)
Friendship Heights							2,650	2,650
Gaithersburg City	(4,902)	(3,890)	(3,946)	(4,516)	(6,575)	(5,276)	(5,276)	(5,276)
Germantown East	(62)	(124)	376	(174)	326	565	560	560
Germantown Town Center	0	0	4,407	3,910	3,901	3,739	3,739	3,739
Germantown West	(1,296)	(1,740)	1,310	8,021	6,333	1,653	1,632	1,632
Glenmont							200	200
Grosvenor			0	0	0	80	80	80
Kensington/Wheaton	3,963	3,963	3,963	2,590	2,590	2,410	2,700	2,700
Montgomery Village/Airpark	(5,536)	(5,266)	(5,266)	(1,742)	(1,742)	(1,742)	(1,742)	(1,742)
North Bethesda	(1,947)	(7,625)	500	500	472	429	417	1,417
North Potomac	(104)	(104)	(109)	110	105	105	95	95
Olney	(313)	(320)	667	1,466	1,466	1,990	1,980	1,980
Potomac	2,181	2,150	2,160	2,027	2,022	2,022	2,022	2,022
R & D Village	(4,357)	(2,857)	(2,857)	8,650	8,650	8,650	0	0
Rockville City	(6,974)	(7,192)	(8,610)	(6,067)	(6,405)	(20,067)	(20,067)	(20,067)
Shady Grove					998	998	998	998
Silver Spring CBD	941	941	1,939	4,655	1,707	3,202	3,202	3,202
Silver Spring/Takoma Park	392	642	637	637	630	630	565	565
Twinbrook			971	971	971	971	971	971
Wheaton CBD	2,748	2,748	2,748	2,663	2,663	2,634	2,634	2,634
White Flint			1,000	3,065	3,065	2,985	2,985	2,985



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### **Notes to Tables 3 and 4**

- (1) Transportation improvements had to be at least 50% funded within the next 6 years.
- (2) Transportation improvements had to be at least 80% funded within the next 6 years.
- (3) Transportation improvements had to be 100% funded within 6 years.
- (4) Transportation improvements had to be 100% funded within 4 years.
- (5) Before the FY 89 AGP, the acceptable level of service standard for Fairland/White Oak was established as LOS D. The FY 89 AGP changed this standard to LOS C/D.

### **Policy Area Definitions**

*Many changes in policy area boundaries have been made since the first Comprehensive Planning Policies Report in 1982. The following summarizes these changes. This summary does not include minor boundary adjustments, which have affected a number of policy areas. Information on such minor adjustments can be found in the respective Planning Department reports over the 1982-90 period.*

**Bethesda/Chevy Chase** was subdivided into the **Bethesda CBD** and **Bethesda/Chevy Chase** policy areas in the FY 89 AGP.

**Damascus** was created as a new policy area, out of the rural Group I areas, in 1986.

**Derwood/Shady Grove** was divided into the **Derwood** and **Shady Grove** Policy Areas in FY96. **Derwood/Shady Grove** was the new name of the former **Derwood/Needwood/Washington Grove/Shady Grove** policy area.

**Gaithersburg** was subdivided into **Gaithersburg East** and **Gaithersburg West** policy areas in 1986.

**Gaithersburg East** was further subdivided into **Montgomery Village** and **Derwood/Needwood/Washington Grove/Shady Grove** in the FY92 AGP, with part of Gaithersburg East becoming part of the **City of Gaithersburg** policy area.

**Gaithersburg West** was further subdivided into **North Potomac** and **R&D Village** policy area in the FY92 AGP, with part of Gaithersburg West becoming part of the **City of Gaithersburg** policy area.

**Germantown West** was subdivided into the **Germantown Town Center** and **Germantown West** policy areas in the FY92 AGP.

**Kensington/Wheaton/Aspen Hill** was subdivided into **Kensington/Wheaton** and **Aspen Hill** policy areas in the FY 90 AGP.

**North Bethesda** was subdivided into **Grosvenor**, **Twinbrook**, **White Flint**, and the **North Bethesda** in the FY94 AGP.

**Silver Spring/Takoma Park** was subdivided into the **Silver Spring CBD** and **Silver Spring/Takoma Park** policy areas in the FY 88 AGP.

**Rockville** was subdivided into **Rockville City**, with part of the former Rockville policy area becoming part of **Derwood/Needwood/Washington Grove/Shady Grove**, and part becoming part of **R&D Village** in the FY92 AGP.

**Clarksburg** was created as a policy area in FY96.

**Friendship Heights** and **Glenmont** were created as new policy areas for the FY98 AGP out of the **Bethesda/Chevy Chase** and **Kensington/Wheaton** policy areas, respectively.

# Public School Capacities

### ***The AGP's School Test***

Since FY 89, the Council has tested public school capacity for the County's 21 high school clusters to determine if there is sufficient capacity to support additional preliminary plan approvals during that fiscal year. Each of the three grade levels -- elementary, middle, and high school -- is assessed separately. The Council compares forecast enrollment in each high school cluster four years out to the capacity that is programmed in the fourth year of the CIP.

For APFO purposes, school capacity is considered adequate for a cluster if forecast enrollment does not exceed 110 percent of the Council funded program capacity. If sufficient capacity is not available in the immediate cluster, the Council looks to see if an adjacent cluster or clusters have sufficient capacity to cover the projected deficit in school capacity for APFO purposes. If these combined clusters do not have sufficient capacity, then schools are considered inadequate for APFO purposes and the Planning Board will be unable to approve a new preliminary plan in that cluster for the next fiscal year.

### ***September 2002 Public Schools Capacities***

Based on the Superintendent's Requested FY99-04 CIP, all high school clusters have adequate capacity at all three grade levels to support the September 2002 forecast.

If the capacity is retained in the adopted FY99-04 CIP, the Planning Board, in its review of preliminary plans of subdivisions during fiscal year 1998, can consider schools to be adequate in all clusters.

The following tables show the how the AGP schools test is applied using the capacity in the Superintendent's Requested FY99-043 CIP. All of the information is provided by Montgomery County Public Schools.

# ELEMENTARY SCHOOLS BY CLUSTER

Table 5

Comparison of 2002 MCPS Projected Elementary School Enrollment to 110% of 2002 Program Capacity

## Enrollment

School Policy Areas (High School Cluster)	September 2001 Enrollment Projected by MCPS (as of 9/97)
Bethesda-Chevy Chase	2,946
Blair	5,217
Churchill	2,417
Damascus	2,769
Einstein	2,893
Gaithersburg	3,894
Walter Johnson	2,606
Kennedy	2,480
Magruder	2,989
R. Montgomery	2,068
Northeast Consortium	7,710
Northwest	2,852
Poolesville	755
Quince Orchard	2,809
Rockville	2,404
Seneca Valley	3,156
Sherwood	2,833
Watkins Mill	2,869
Wheaton	2,594
Whitman	1,922
Wootton	2,770
Total	62,953

## Capacity

100% of Program Capacity With MCPS FY99-04 CIP	Capacity Available or (Deficit)
3,072	126
5,611	394
2,434	17
3,181	412
2,952	59
4,012	118
2,616	10
2,743	263
3,450	461
2,394	326
8,312	602
3,365	513
863	108
2,976	167
2,612	208
3,337	181
2,786	(47)
3,137	268
2,788	194
2,143	221
3,035	265
67,819	4,866

## AGP Test

110% of Program Capacity With MCPS FY99-04 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity is:
3,379	433	----	Adequate
6,172	955	----	Adequate
2,677	260	----	Adequate
3,499	730	----	Adequate
3,247	354	----	Adequate
4,413	519	----	Adequate
2,878	272	----	Adequate
3,017	537	----	Adequate
3,795	806	----	Adequate
2,633	565	----	Adequate
9,143	662	----	Adequate
3,702	564	----	Adequate
949	194	----	Adequate
3,274	465	----	Adequate
2,873	469	----	Adequate
3,671	515	----	Adequate
3,065	232	----	Adequate
3,451	582	----	Adequate
3,067	473	----	Adequate
2,357	435	----	Adequate
3,339	569	----	Adequate
74,601	11,648		

Enrollment Projections by Montgomery County Public Schools, November 97.  
Cluster Capacity based upon Superintendent's FY99-04 CIP.

# MIDDLE SCHOOLS BY CLUSTER

Table 6

Comparison of 2002 MCPS Projected Middle School Enrollment to 110% of 2002 Program Capacity

## Enrollment

School Policy Areas (High School Cluster)	September 2001 Enrollment Projected by MCPS (as of 9/97)
Bethesda-Chevy Chase	1,008
Blair	2,761
Churchill	1,407
Damascus	1,442
Einstein	1,290
Gaithersburg	1,747
Walter Johnson	1,367
Kennedy	1,334
Magruder	1,563
R. Montgomery	951
Northeast Consortium	3,783
Northwest	1,220
Poolesville	395
Quince Orchard	1,362
Rockville	996
Seneca Valley	1,415
Sherwood	1,240
Watkins Mill	1,514
Wheaton	1,170
Whitman	1,113
Wootton	1,421
<b>Total</b>	<b>30,499</b>

## Capacity

100% of of Program Capacity with MCPS FY99-04 CIP	Capacity Available or Percent of Deficit
937	(71)
2,602	(159)
1,414	7
1,401	(41)
1,162	(128)
2,130	383
1,608	241
1,587	253
1,678	115
1,076	125
3,788	5
1,254	34
451	56
1,325	(37)
942	(54)
1,408	(7)
1,602	362
1,670	156
1,038	(132)
1,135	22
1,442	21
<b>31,650</b>	<b>1,151</b>

## AGP Test

110% of of Program Capacity with MCPS FY99-04 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity is:
1,031	23	----	Adequate
2,862	101	----	Adequate
1,555	148	----	Adequate
1,541	99	----	Adequate
1,278	(12)	Blair 101	Adequate
2,343	596	----	Adequate
1,769	402	----	Adequate
1,746	412	----	Adequate
1,846	283	----	Adequate
1,184	233	----	Adequate
4,167	384	----	Adequate
1,379	159	----	Adequate
496	101	----	Adequate
1,458	96	----	Adequate
1,036	40	----	Adequate
1,549	134	----	Adequate
1,762	522	----	Adequate
1,837	323	----	Adequate
1,142	(28)	Kennedy 412	Adequate
1,249	136	----	Adequate
1,586	165	----	Adequate
<b>34,815</b>	<b>4,316</b>		

Enrollment Projections by Montgomery County Public Schools, November 97.

Cluster Capacity based upon Superintendent's FY99-04 CIP.

Enrollment and capacity of Cabin John Middle School are split 50/50 between the Churchill and Wootton clusters.

Enrollment and capacity of Ridgeview Middle School are split 80 percent in the Quince Orchard Cluster and 20 percent in the Northwest cluster.

Enrollment and capacity of Kingsview Middle School are split 50 percent in the Quince Orchard Cluster and 50 percent in the Northwest cluster.

Enrollment and capacity of Clemente Middle School are split 50 percent in the Northwest Cluster and 50 percent in the Seneca Valley cluster.

Rosa Parks Middle School enrollment is split 50 percent in the Magruder Cluster and 50 percent in the Sherwood cluster. Rosa Parks capacity 100% in Sherwood cluster.

Enrollment and capacity of Farquar Middle School are split 50 percent in the Northeast Consortium and 50 percent in the Seneca Valley cluster.

The Northeast Consortium consists of the new Northeast High School, Paint Branch, and Springbrook clusters.

# HIGH SCHOOLS BY CLUSTER

Table 7

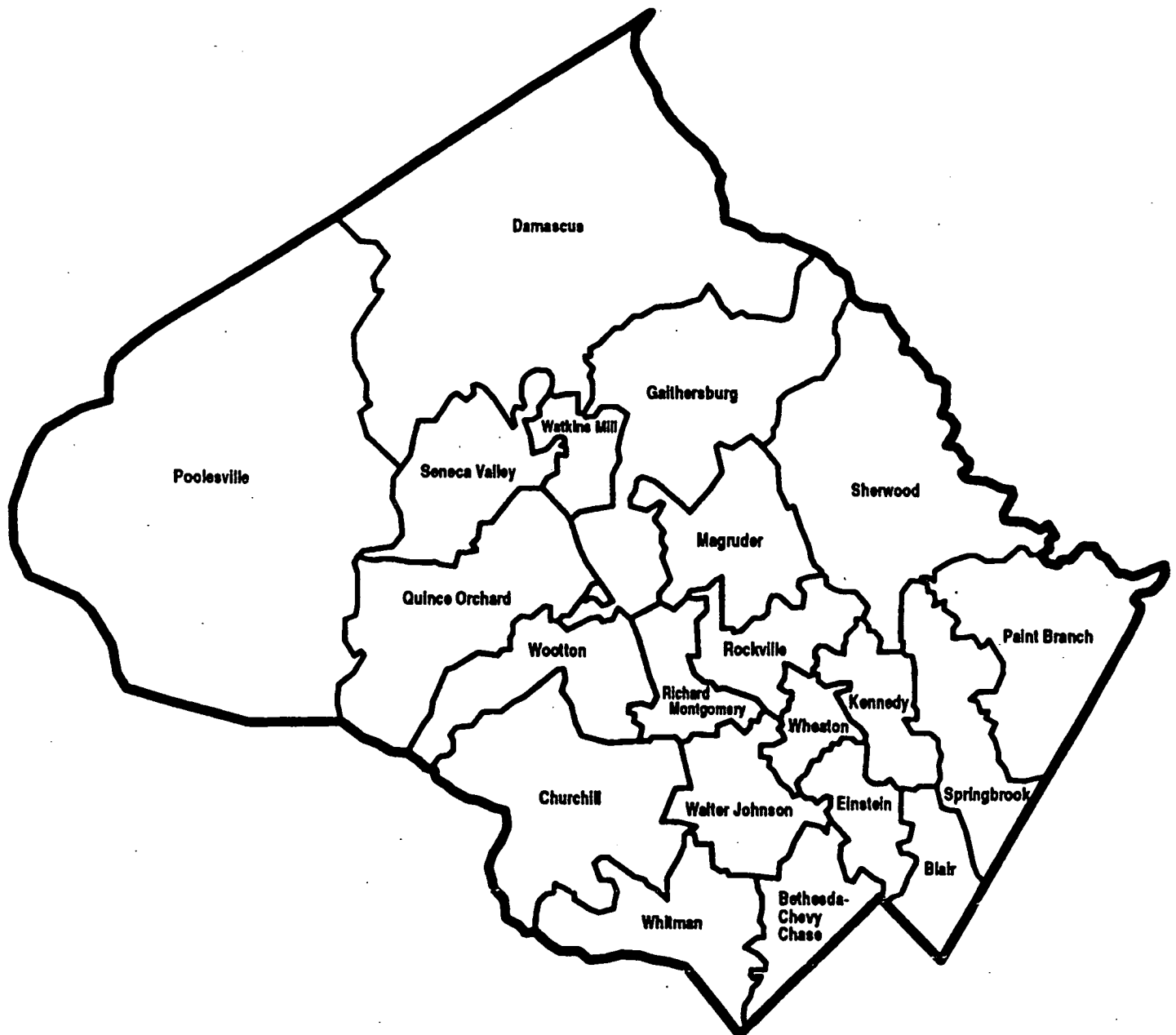
Comparison of 2002 MCPS Projected High School Enrollment to 110% of 2002 Program Capacity

Enrollment		Capacity		AGP Test			
School Policy Areas (High School Cluster)	September 2002 Enrollment Projected by MCPS (as of 9/97)	100% of Program Capacity with MCPS FY99-04 CIP	Capacity Available or (Deficit)	110% of Program Capacity with MCPS FY99-04 CIP	AGP Test 1: What is Number of Students Below or (Above) 110% Capacity?	AGP Test 2: If Enrollment is More than 110% of Capacity, What is an Adjacent Cluster with Sufficient Capacity?	AGP Test Result - Capacity Is:
Bethesda-Chevy Chase	1,535	1,500	(35)	1,650	115	—	Adequate
Bleir	2,928	2,800	(128)	3,080	152	—	Adequate
Churchill	1,933	1,995	62	2,195	262	—	Adequate
Damascus	1,824	1,582	(242)	1,740	(84)	Gaithersburg 56 + Watkins Mill 70	Adequate
Einstein	1,449	1,541	92	1,695	246	—	Adequate
Gaithersburg	1,989	1,859	(130)	2,045	56	—	Adequate
Walter Johnson	1,738	1,773	35	1,950	212	—	Adequate
Kennedy	1,563	1,620	57	1,782	219	—	Adequate
Magruder	1,964	2,030	66	2,233	269	—	Adequate
R. Montgomery	1,586	1,513	(73)	1,664	78	—	Adequate
Northeast Consortium	4,763	5,452	689	5,997	758	—	Adequate
Northwest	1,415	1,460	45	1,606	50	—	Adequate
Poolesville	672	854	182	939	267	—	Adequate
Quince Orchard	1,703	1,847	144	2,032	329	—	Adequate
Rockville	1,226	1,236	10	1,360	134	—	Adequate
Seneca Valley	1,518	1,588	70	1,747	229	—	Adequate
Sherwood	1,718	1,729	11	1,902	184	—	Adequate
Watkins Mill	1,984	1,867	(117)	2,054	70	—	Adequate
Wheaton	1,488	1,495	7	1,645	157	—	Adequate
Whitman	1,897	1,796	(101)	1,976	79	—	Adequate
Wootton	1,875	1,805	(70)	1,986	111	—	Adequate
Total	38,768	39,342	574	43,276	4,508		

Enrollment Projections by Montgomery County Public Schools, November 97.  
Cluster Capacity based upon Superintendent's FY99-04 CIP.

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## Montgomery County Public Schools High School Clusters



The Board of Education has adopted a "Northeast High Schools Consortium Base Area" and for the purposes of the AGP's School Test, this area is being treated as a single High School cluster. The Northeast Consortium area includes the current Paint Branch, Springbrook, and a portion of the Sherwood clusters. For exact boundaries, please contact the MCPS "boundary line" at 301-279-3331 between 10am and 1 pm.

The Board of Education has adopted a "Northwest High Schools Consortium Base Area" and for the purposes of the AGP's School Test, this area is being treated as a single High School cluster. The Northwest Consortium area includes all or part of the current Seneca Valley and Quince Orchard clusters. For exact boundaries, please contact the MCPS "boundary line" at 301-279-3331 between 10am and 1 pm.

# Policy Area Profiles and Maps

This section provides an overall accounting of the balance (or imbalance) of transportation capacity and development activity in individual policy areas. It includes data relating to the setting of staging ceilings as well as the amount of existing and approved residential and non-residential development. These data are accompanied a map of each policy area.

In presenting this information, the tables use the following terms:

*Regional Transit Accessibility:* This number is a measure of how well the transit network connects jobs and houses. More specifically, it is a measure of how well the policy area's houses are connected by transit to the region's jobs and how well the region's houses are connected by transit to jobs in the policy area. In this context, "transit" includes all non-auto modes of transportation, such as rail, bus, walking and bicycling. Regional Transit Accessibility (RTA) is a number between zero and one, with zero being the best.

*Average Congestion Index (Auto):* This is the standard for auto congestion on the policy area's local roads and it is defined as the average volume-to-capacity ratio for roadway segments on major highways, arterials, and selected primary residential streets, weighted by the vehicle miles of travel on those roadway segments. Like Regional Transit Accessibility, it is a number between 0 and 1 with zero being the best.

*Transit Mode Share and Auto Mode Share:* Mode share is the percentage of persons who travel by a certain mode, such as auto, transit, bicycling, or walking. Transit mode share includes all non-auto modes of travel.

*Gross Ceiling:* The number of jobs and housing units that can be supported by the existing and programmed transportation network.

*1997 Base:* This number is the total number of existing jobs and housing units in the policy area as of January 1, 1996. It includes completions in calendar 1995.

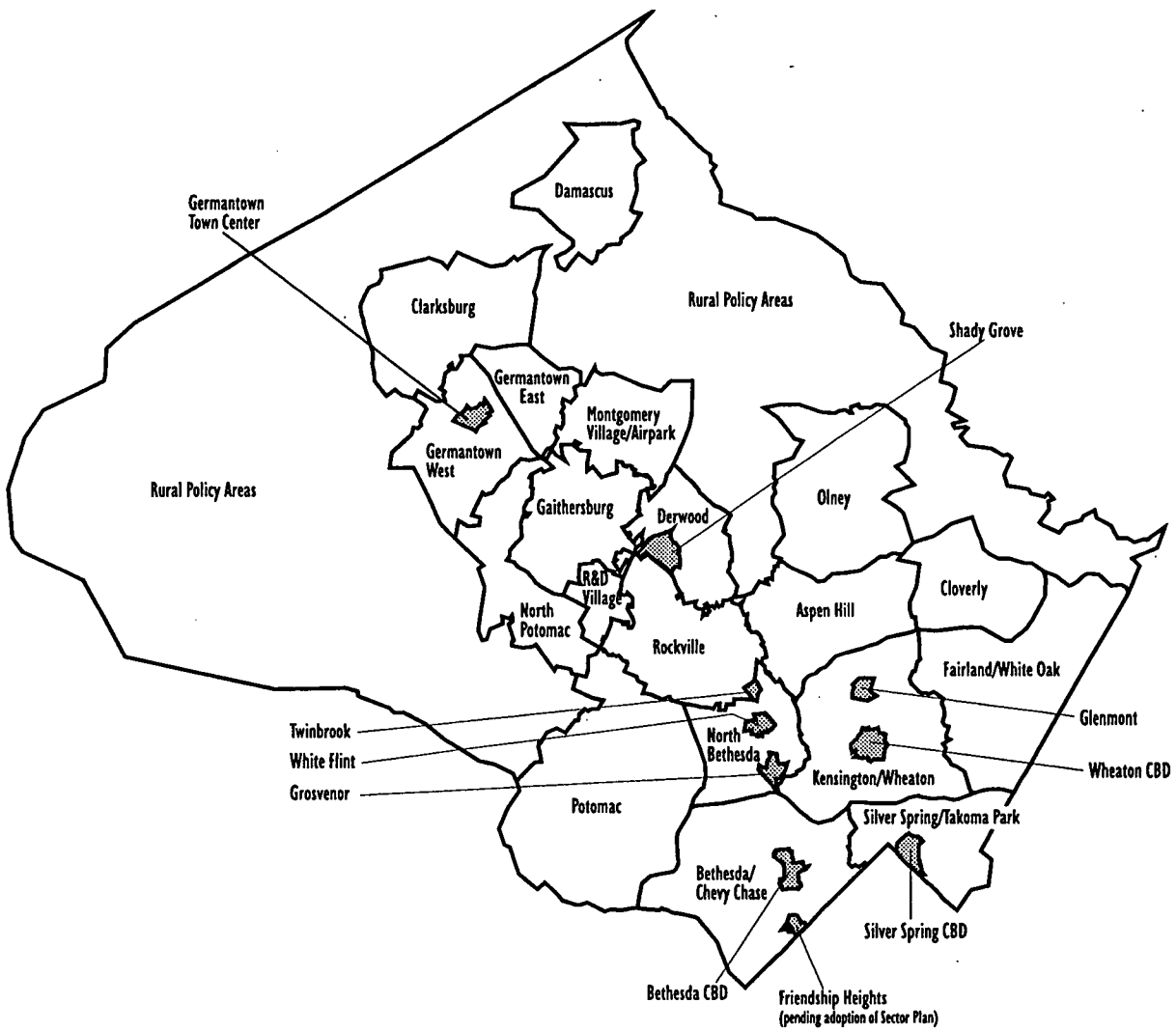
*Pipeline (9/30/97):* This is the total number of approved but not yet constructed jobs and housing units in the policy area. It includes all development approved as of September 30, 1997. It also includes development completed after January 1, 1997.

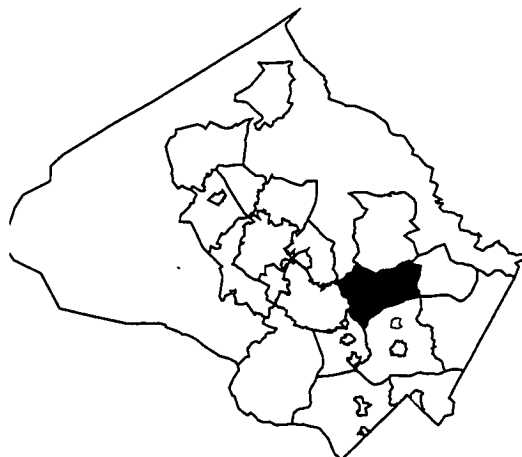
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*Net Remaining Capacity:* This is the policy area's capacity for new jobs and housing subdivision approvals. When the net remaining capacity is zero or a negative number, new subdivisions cannot be approved unless improvements to the transportation network are made, except under certain limited circumstances.



# Montgomery County Policy Areas





## **ASPEN HILL**

**Regional Transit Accessibility: 0.38**

**Transit Mode Share: 0.11**

**Average Congestion Index (Auto): 0.61**

**Auto Mode Share: 0.89**

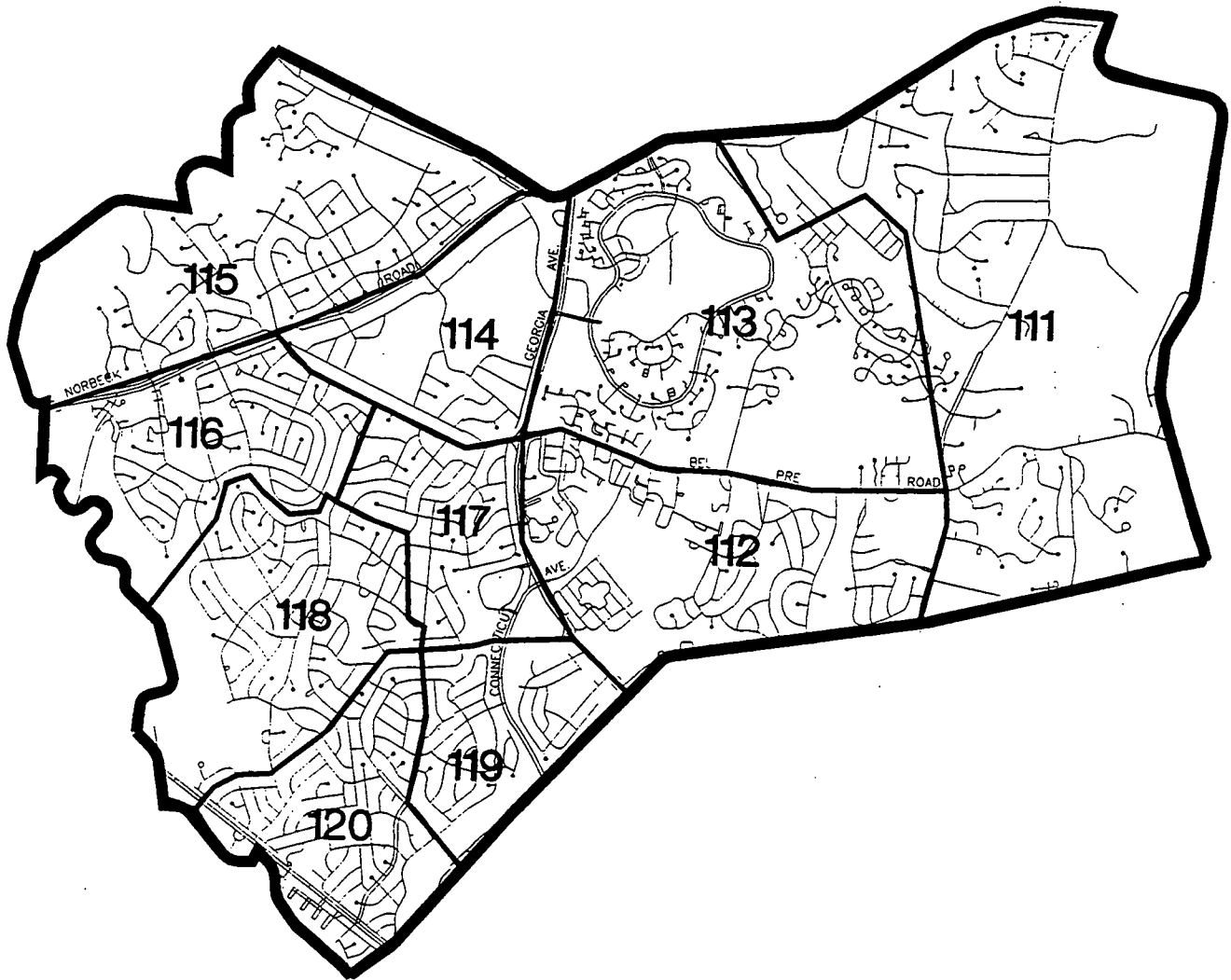
**Moratorium for: Housing**

**Moratorium due to: Existing Base of Development**

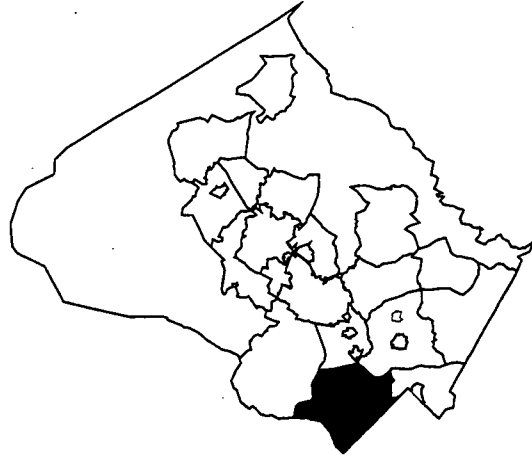
<b>Aspen Hill Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	6,497	18,063
1997 Base	6,344	22,536
Pipeline (9/30/97)	44	2,307
FY98 Net Remaining	109	-6,785
Draft FY99 Gross Ceiling	6,497	18,063
Draft FY99 Net Remaining	109	-6,785

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## Aspen Hill



**BETHESDA/CHEVY CHASE  
including BETHESDA CBD and  
FRIENDSHIP HEIGHTS**



**Regional Transit Accessibility: 0.38**  
**Transit Mode Share: 0.11**  
**Average Congestion Index (Auto): 0.61**  
**Auto Mode Share: 0.89**  
**Not in Moratorium**

**Bethesda/Chevy Chase Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	38,394	34,277
1997 Base	36,878	27,744
Pipeline (9/30/97)	457	561
FY98 Net Remaining	1,059	5,972
Draft FY99 Gross Ceiling	38,394	38,623
Draft FY99 Net Remaining	1,059	5,972

**Bethesda CBD Ceilings**

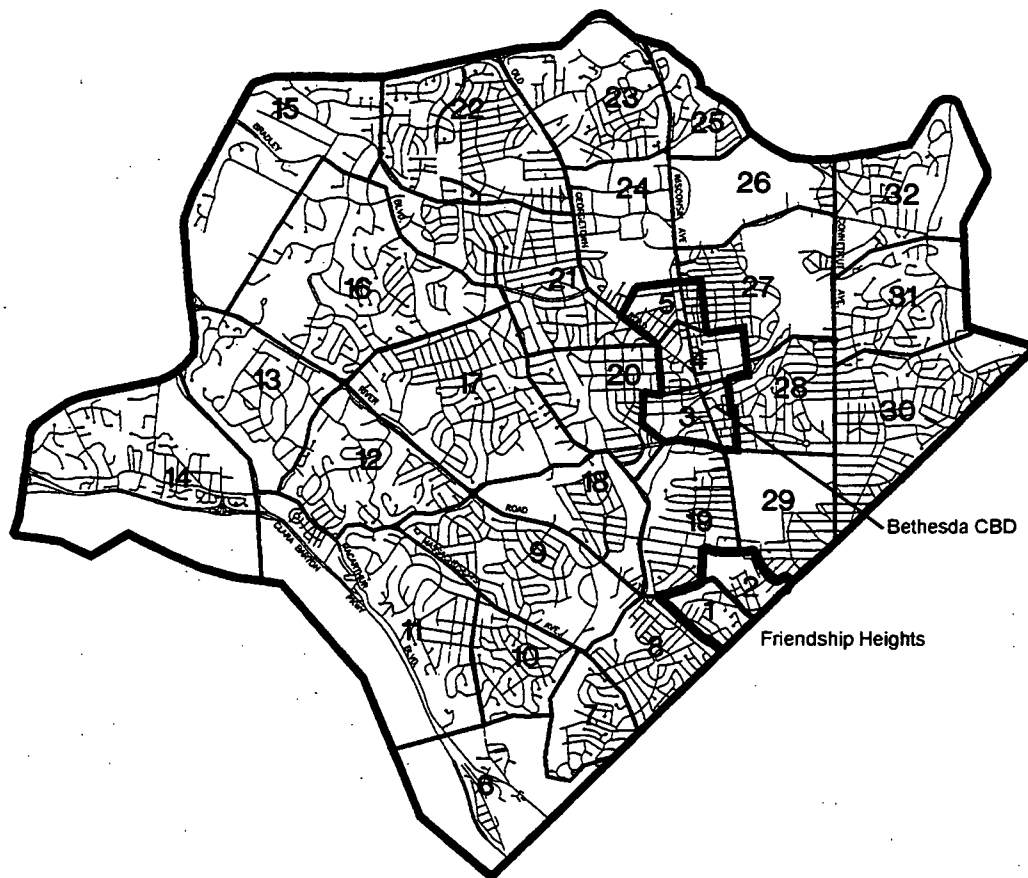
	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	45,464	8,401
1997 Base	38,544	4,978
Pipeline (9/30/97)	2,819	241
FY98 Net Remaining	4,101	3,182
Draft FY99 Gross Ceiling	45,464	8,401
Draft FY99 Net Remaining	4,101	3,182

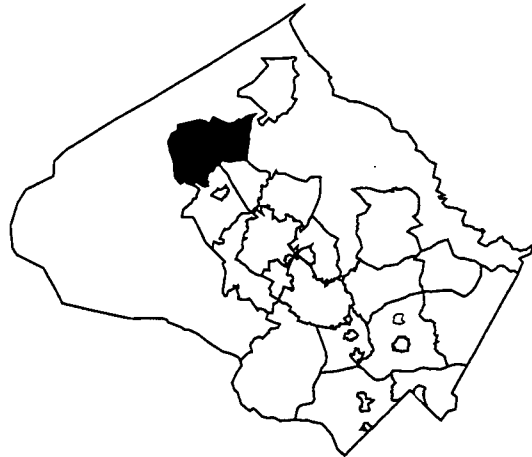
**Friendship Heights Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	13,213	4,502
1997 Base	8,573	3,297
Pipeline (9/30/97)	2,181	405
FY98 Net Remaining	2,650	800
Draft FY99 Gross Ceiling	13,213	4,502
Draft FY99 Net Remaining	2,650	800

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## Bethesda/Chevy Chase





## **CLARKSBURG**

**Regional Transit Accessibility:** 0.98

**Transit Mode Share:** 0.04

**Average Congestion Index (Auto):** 0.57

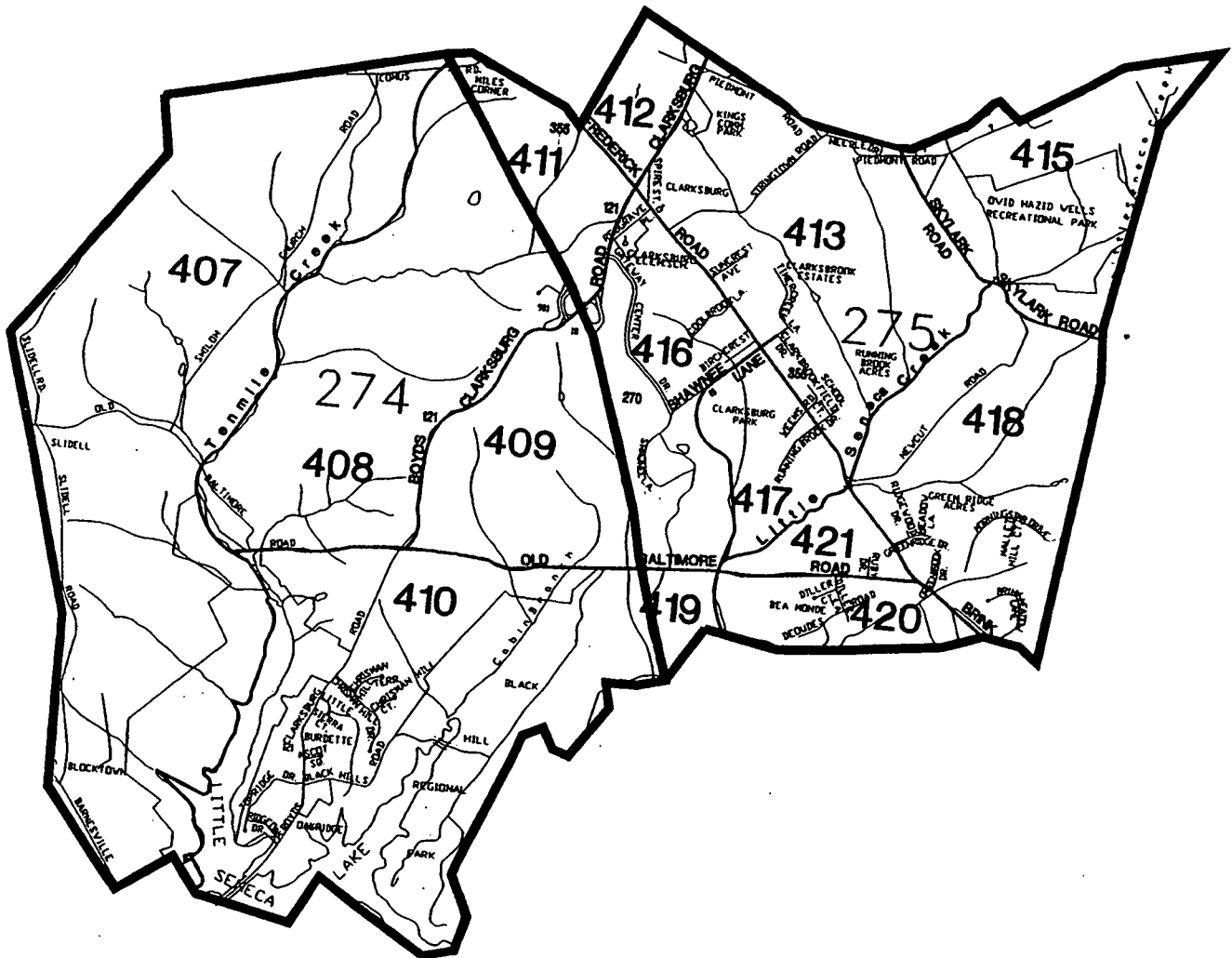
**Auto Mode Share:** 0.96

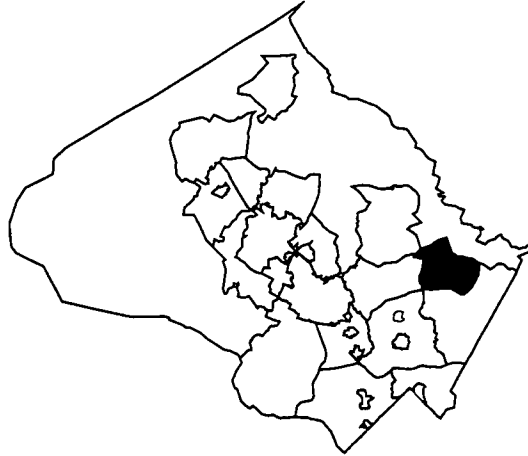
**Moratorium for:** Jobs and Housing

**Moratorium due to:** Pipeline of Approved Development

<b>Clarksburg Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	5,609	741
1997 Base	1,610	555
Pipeline (9/30/97)	4,774	1,565
FY98 Net Remaining	-775	-1,379
Draft FY99 Gross Ceiling	5,609	741
Draft FY99 Net Remaining	-775	-1,379

# Clarksburg





## **CLOVERLY**

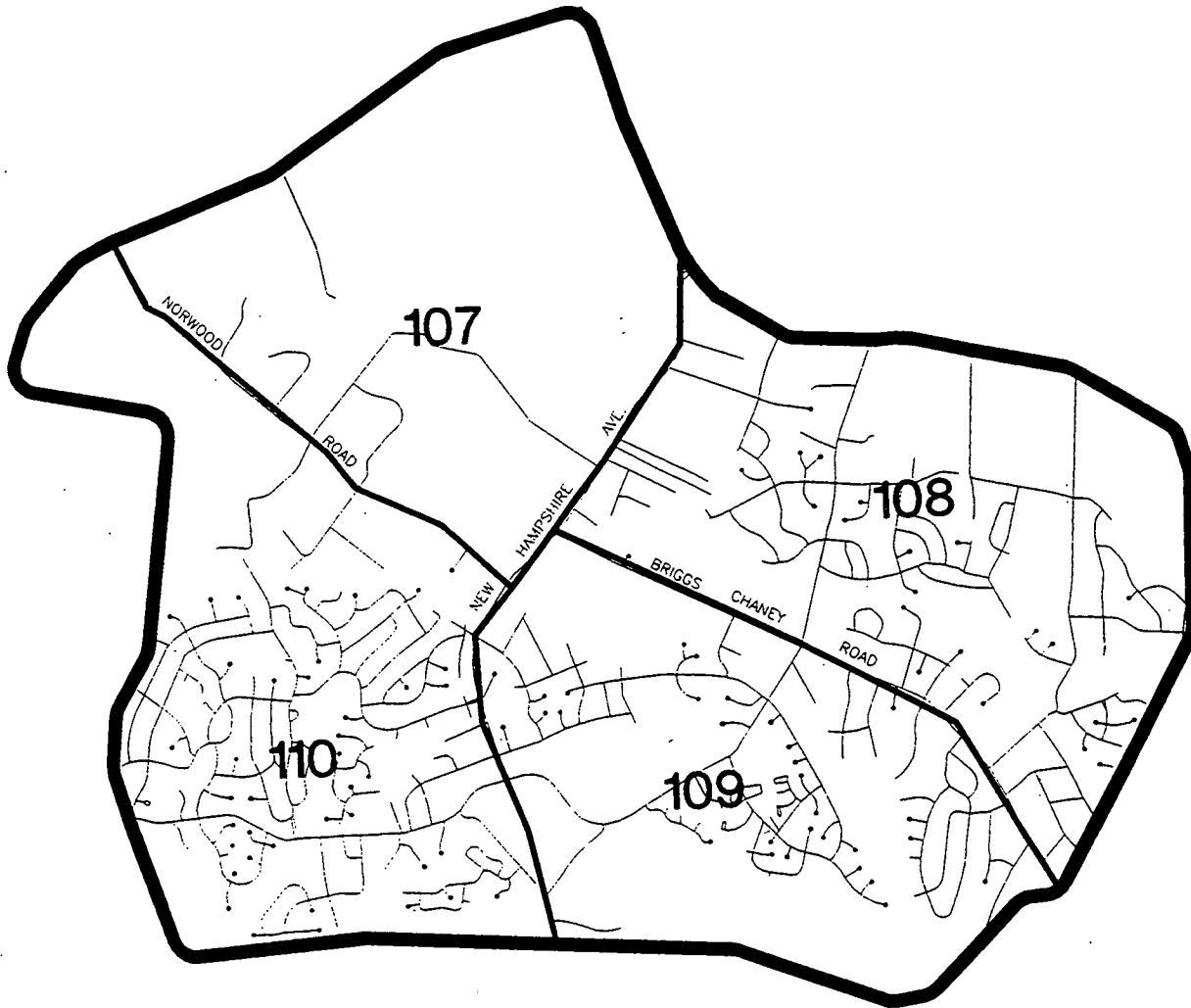
**Regional Transit Accessibility: 0.83**  
**Transit Mode Share: 0.06**  
**Average Congestion Index (Auto): 0.57**  
**Auto Mode Share: 0.94**  
**Not in Moratorium**

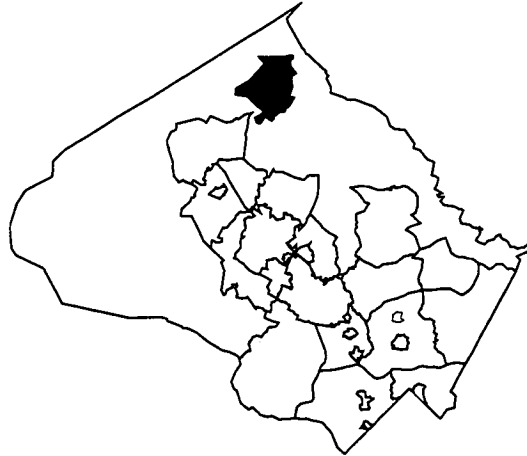
<b>Cloverly Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	892	6,437
1997 Base	547	4,664
Pipeline (9/30/97)	140	487
FY98 Net Remaining	205	1,286
Draft FY99 Gross Ceiling	892	6,437
Draft FY99 Net Remaining	205	1,286



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## Cloverly



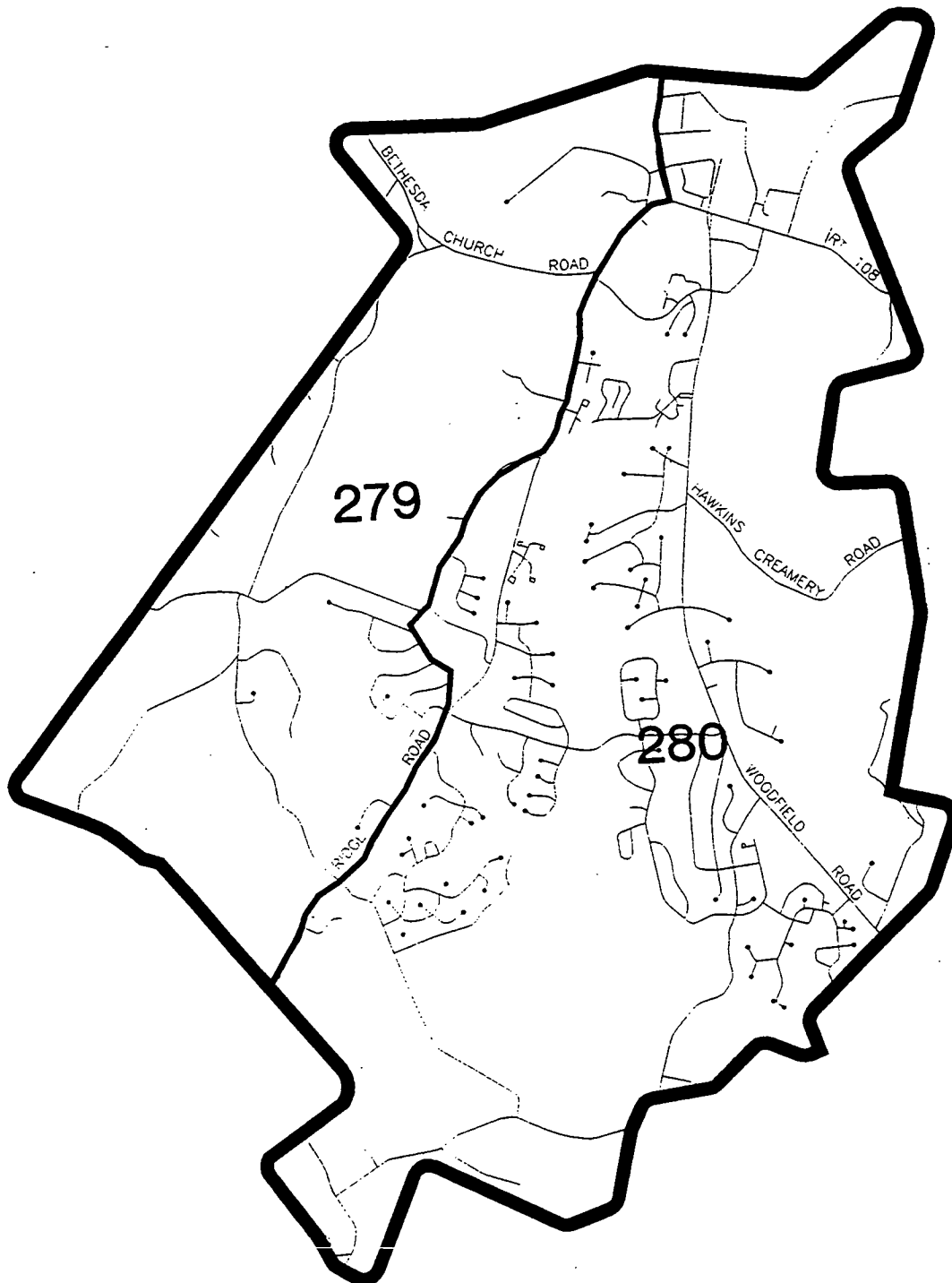


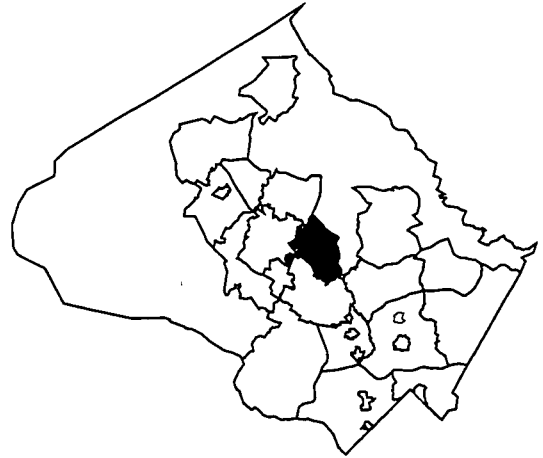
## **DAMASCUS**

**Regional Transit Accessibility: 0.96**  
**Transit Mode Share: 0.07**  
**Average Congestion Index (Auto): 0.56**  
**Auto Mode Share: 0.93**  
**Moratorium for: Housing**  
**Moratorium due to: Existing Base of Development**

<b>Damascus Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	2,218	1,773
1997 Base	2,062	2,547
Pipeline (9/30/97)	143	491
FY98 Net Remaining	13	-1,265
Draft FY99 Gross Ceiling	2,218	1,773
Draft FY99 Net Remaining	13	-1,265

# Damascus





## **DERWOOD including SHADY GROVE**

**Regional Transit Accessibility:** 0.65  
**Transit Mode Share:** 0.17  
**Average Congestion Index (Auto):** 0.57  
**Auto Mode Share:** 0.83  
**Moratorium for:** Jobs (Derwood only)  
**Moratorium due to:** Existing Base of Development

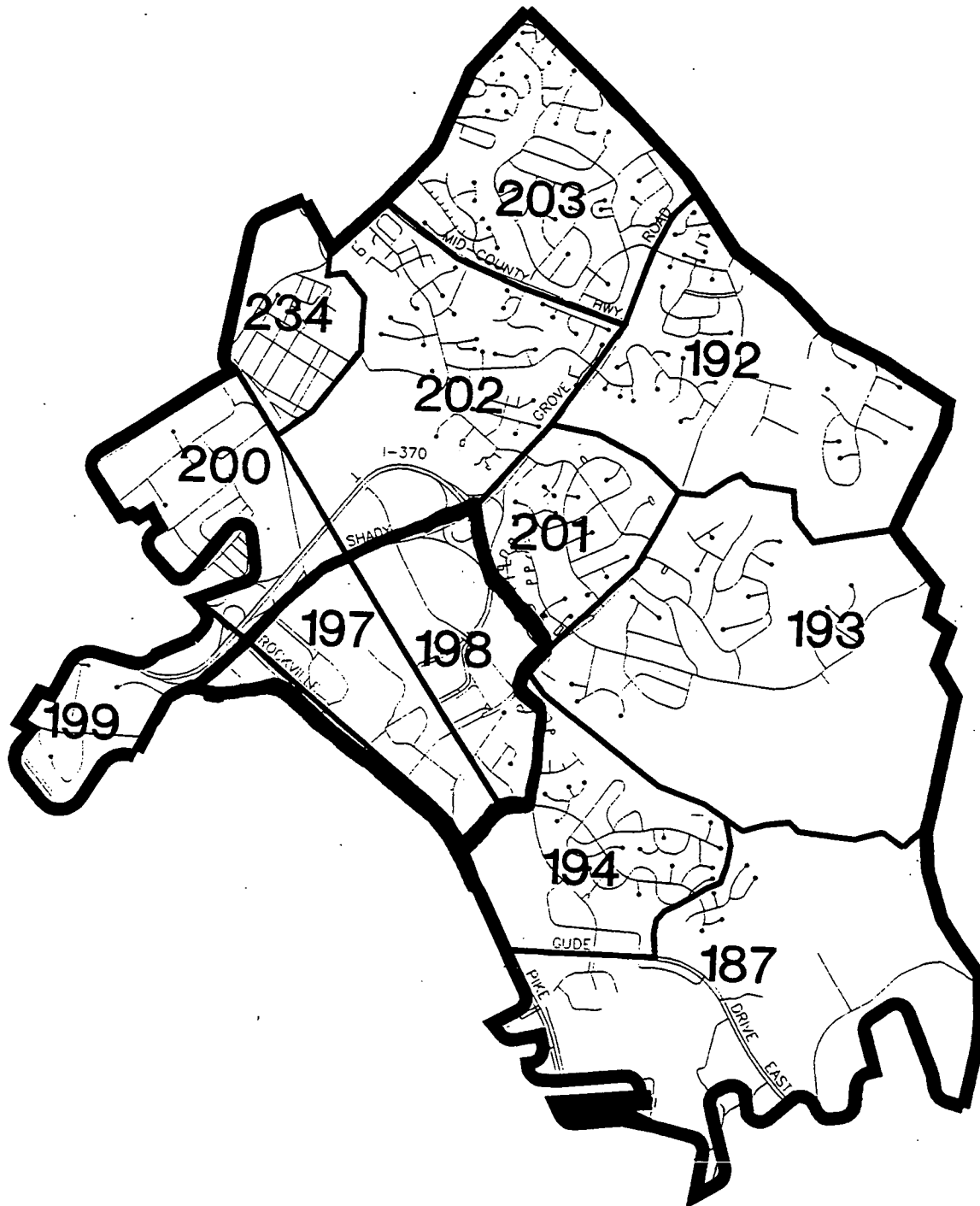
<b>Derwood Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	19,198	6,552
1997 Base	17,305	5,643
Pipeline (9/30/97)	2,596	34
FY98 Net Remaining	-703	875
Draft FY99 Gross Ceiling	19,198	6,552
Draft FY99 Net Remaining	-703	875

<b>Shady Grove Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	6,890	506
1997 Base	5,890	6
Pipeline (9/30/97)	2	0
FY98 Net Remaining	998	500
Draft FY99 Gross Ceiling	6,890	506
Draft FY99 Net Remaining	998	500

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## Derwood and Shady Grove





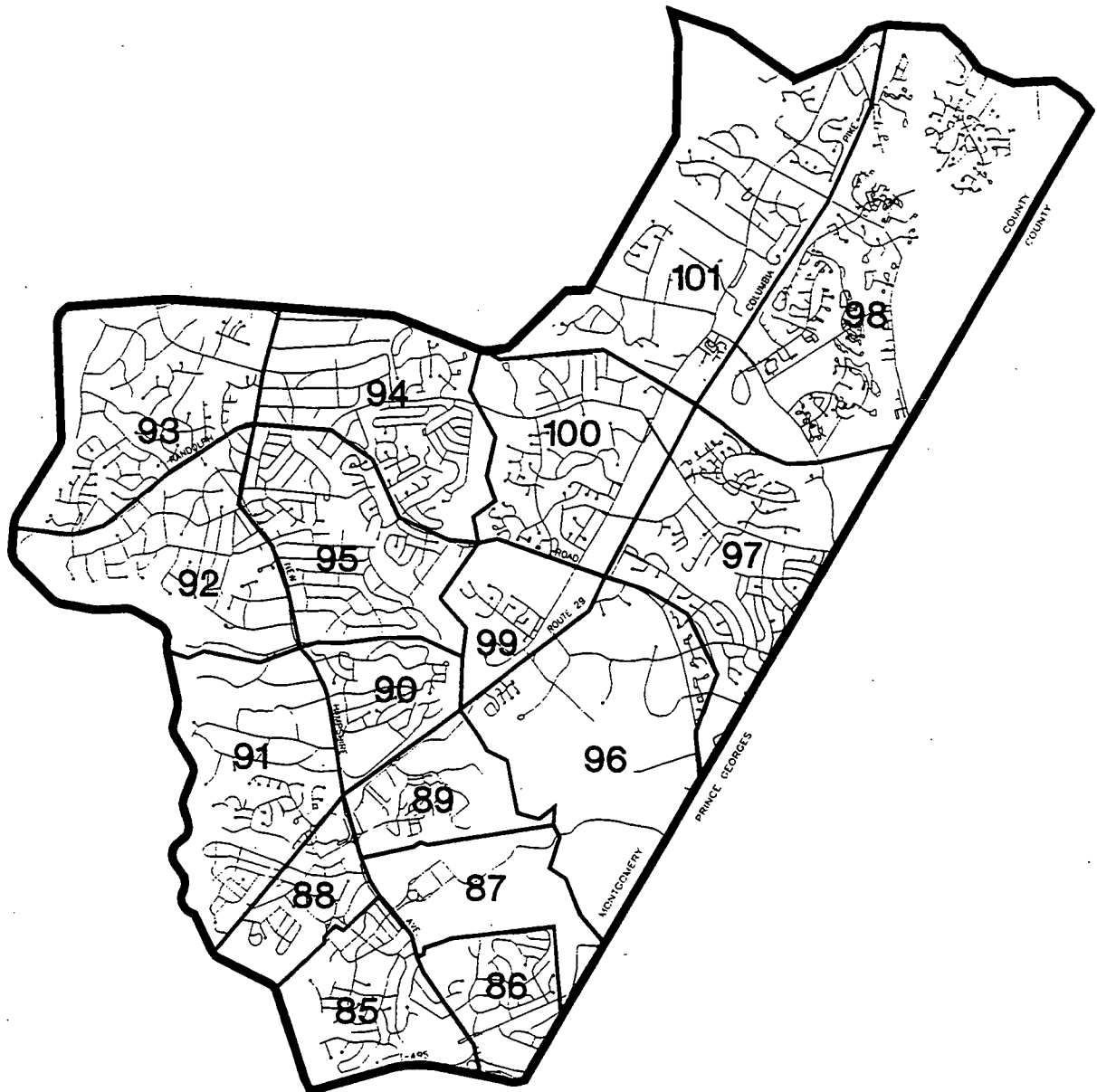
## **FAIRLAND/WHITE OAK**

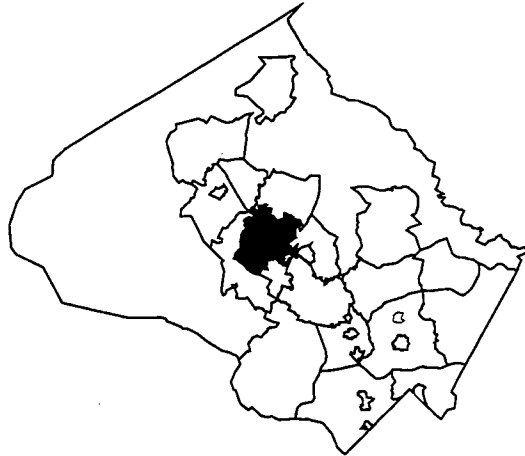
**Regional Transit Accessibility:** 0.55  
**Transit Mode Share:** 0.14  
**Average Congestion Index (Auto):** 0.59  
**Auto Mode Share:** 0.86  
**Moratorium for:** Jobs and Housing  
**Moratorium due to:** Existing Base of Development

<b>Fairland/White Oak Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	22,639	22,487
1997 Base	25,406	25,734
Pipeline (9/30/97)	5,849	920
FY98 Net Remaining	-8,616	-4,167
Draft FY99 Gross Ceiling	22,639	22,487
Draft FY99 Net Remaining	-8,616	-4,167

---

## Fairland/White Oak





## **CITY OF GAITHERSBURG**

**Regional Transit Accessibility: 0.70**

**Transit Mode Share: 0.16**

**Average Congestion Index (Auto): 0.56**

**Auto Mode Share: 0.84**

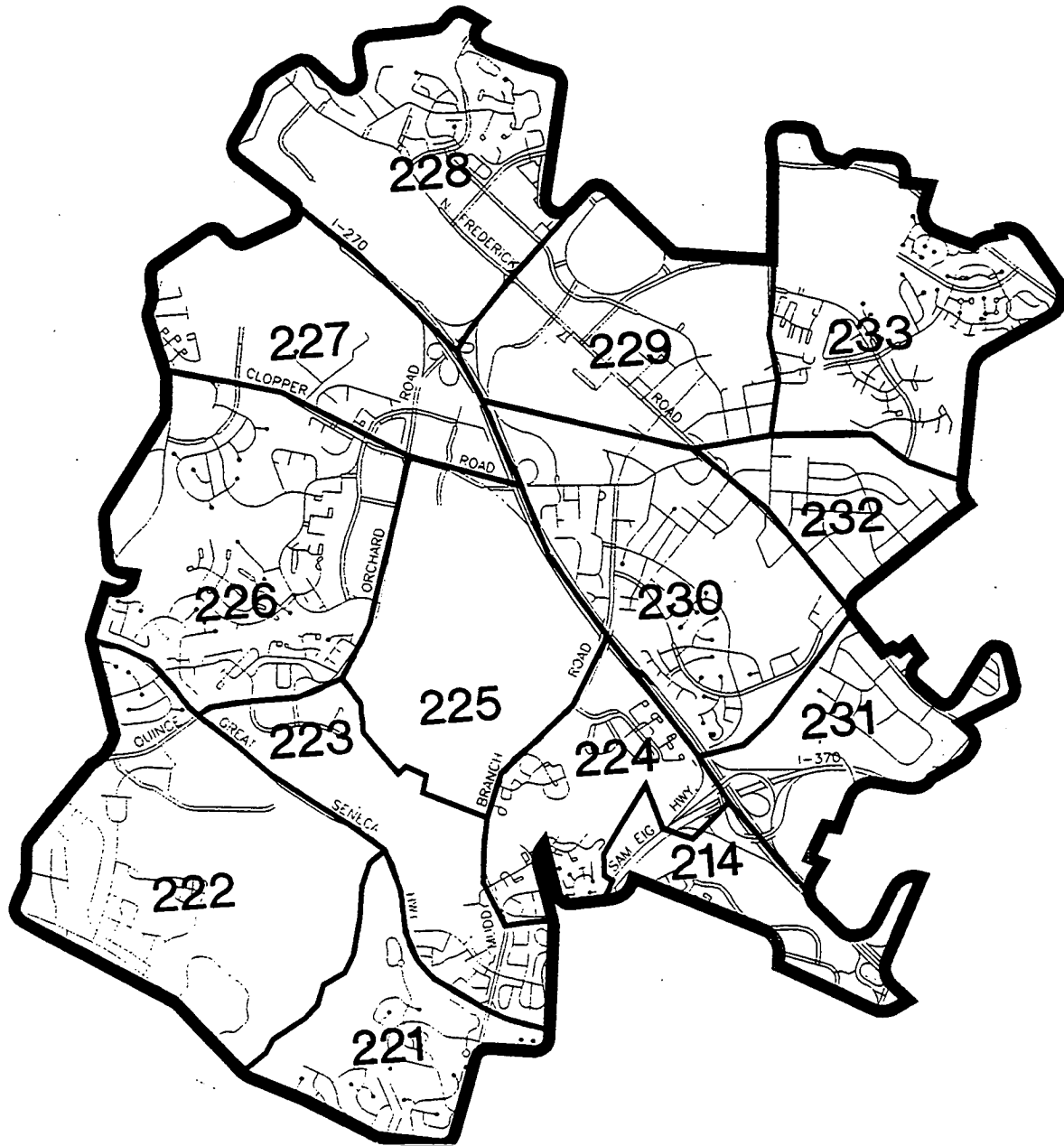
**Level of Service Exceeded, but Not Subject to County Review**

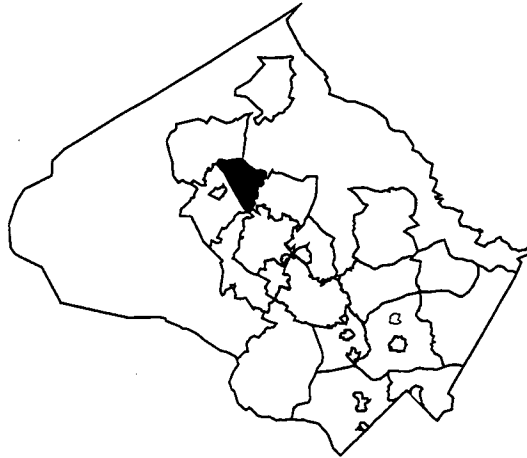
<b>Gaithersburg Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	54,869	19,756
1997 Base	43,337	18,448
Pipeline (9/30/97)	16,808	2,813
FY98 Net Remaining	-5,276	-1,505
Draft FY99 Gross Ceiling	54,869	19,756
Draft FY99 Net Remaining	-5,276	-1,505



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## City of Gaithersburg





## **GERMANTOWN EAST**

**Regional Transit Accessibility:** 0.55

**Transit Mode Share:** 0.14

**Average Congestion Index (Auto):** 0..59

**Auto Mode Share:** 0.86

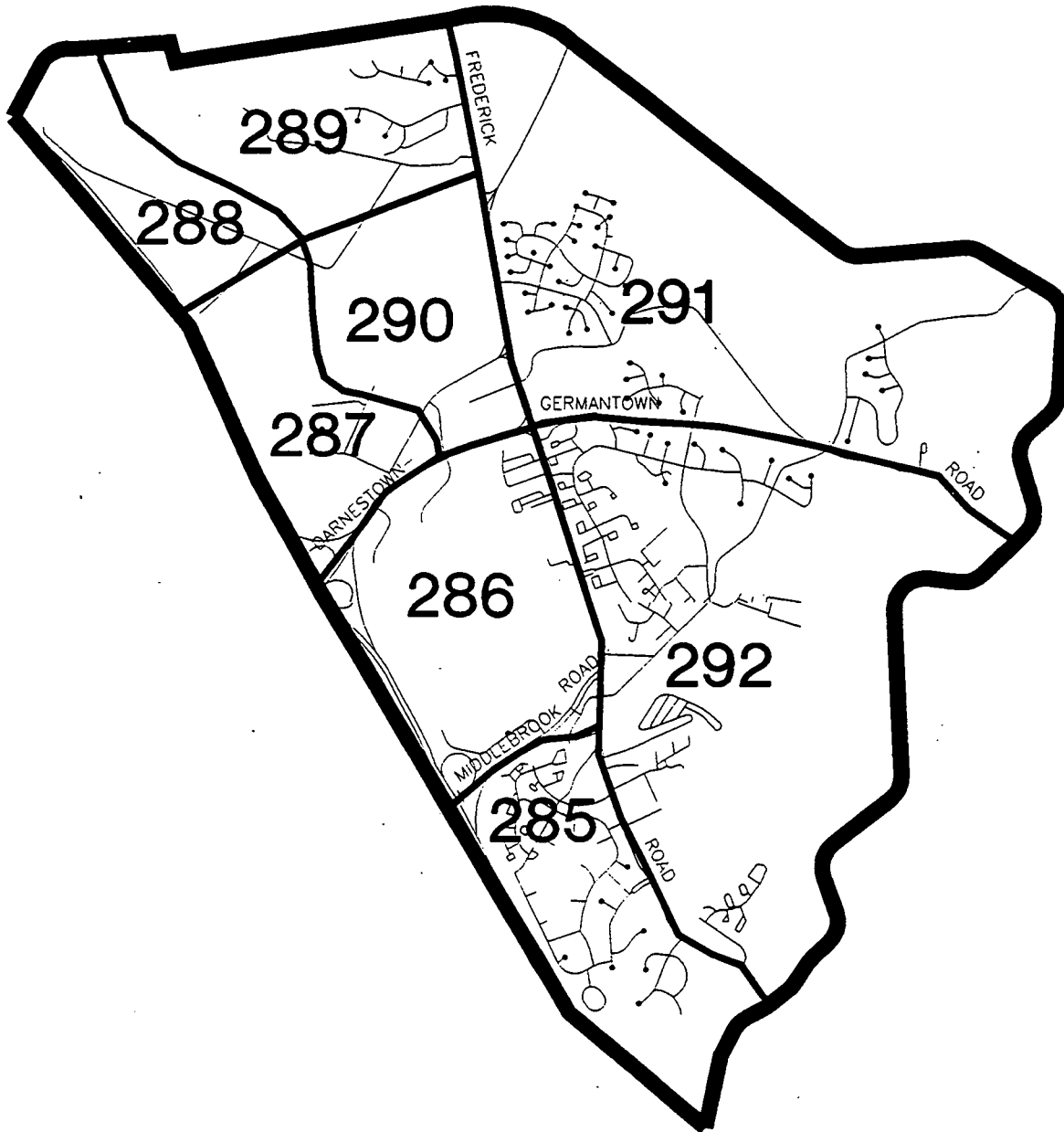
**Moratorium for:** Jobs and Housing

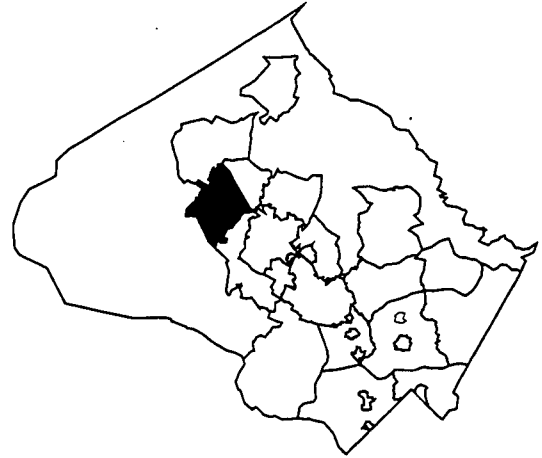
**Moratorium due to:** Existing Base of Development

<b>Germantown East Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	20,324	10,561
1997 Base	3,554	5,523
Pipeline (9/30/97)	16,210	3,475
FY98 Net Remaining	560	1,563
Draft FY99 Gross Ceiling	20,324	10,561
Draft FY99 Net Remaining	560	1,563

---

## Germantown East





## **GERMANTOWN WEST including GERMANTOWN TOWN CENTER**

**Regional Transit Accessibility: 0.82**  
**Transit Mode Share: 0.12**  
**Average Congestion Index (Auto): 0.55**  
**Auto Mode Share: 0.88**  
**Not in Moratorium**

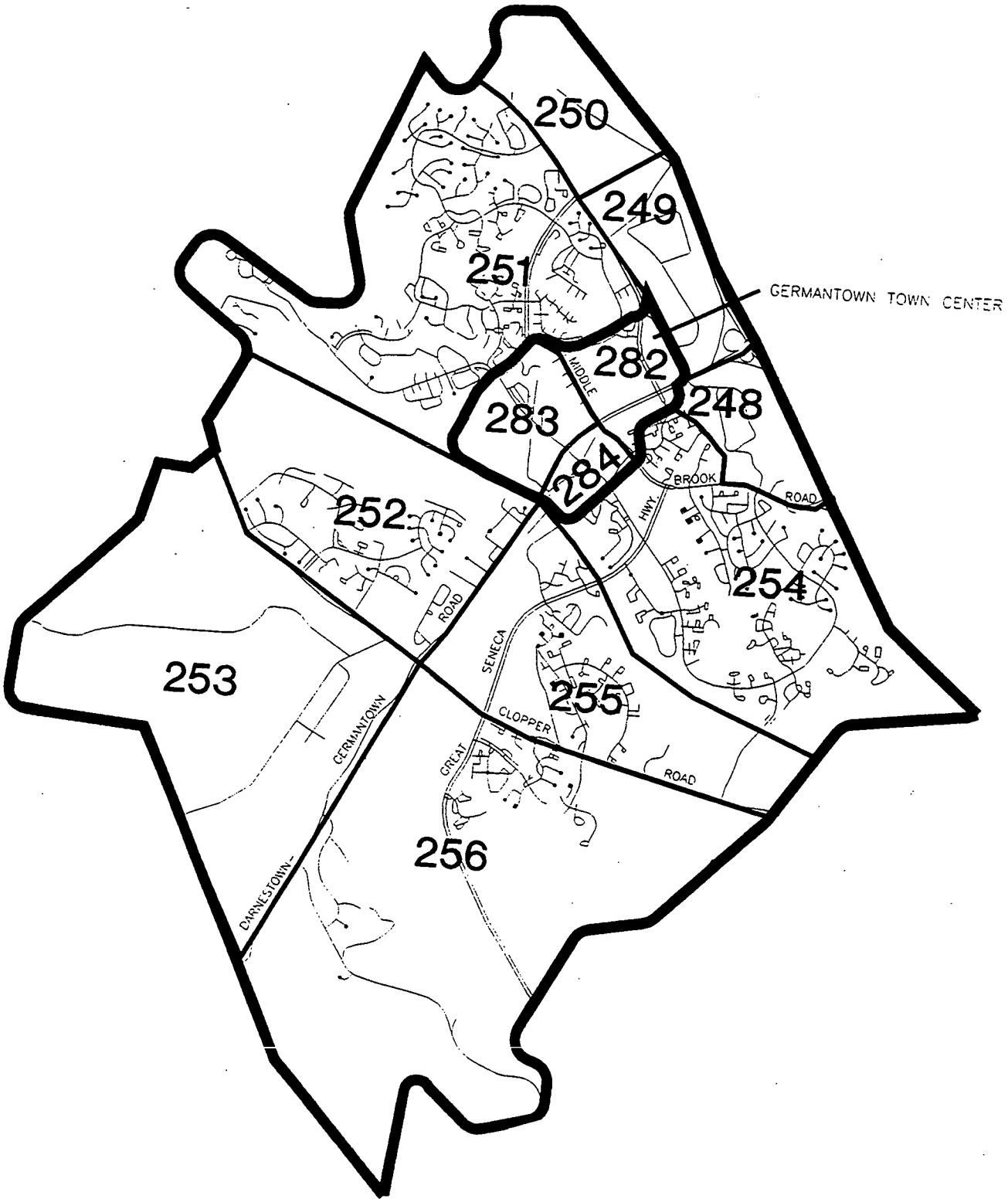
### **Germantown West Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	23,600	22,629
1997 Base	7,355	15,160
Pipeline (9/30/97)	14,613	7,113
FY98 Net Remaining	1,632	356
Draft FY99 Gross Ceiling	23,600	22,629
Draft FY99 Net Remaining	1,632	356

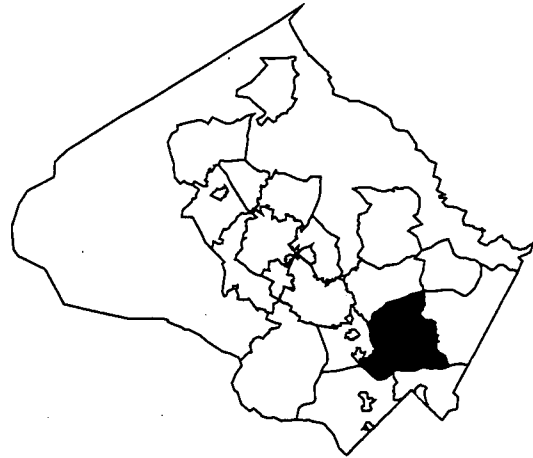
### **Germantown Town Center Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	9,653	1,911
1997 Base	2,554	62
Pipeline (9/30/97)	3,360	85
FY98 Net Remaining	3,739	1,764
Draft FY99 Gross Ceiling	9,653	1,911
Draft FY99 Net Remaining	3,739	1,764

**Germantown West and Germantown Town Center**



## KENSINGTON/WHEATON including GLENMONT and WHEATON CBD



Regional Transit Accessibility: 0.09  
 Transit Mode Share: 0.17  
 Average Congestion Index (Auto): 0.69  
 Auto Mode Share: 0.83  
 Not in Moratorium

### Kensington/Wheaton Ceilings

	Jobs	Housing
FY98 Gross Ceiling	15,834	35,433
1997 Base	12,672	32,190
Pipeline (9/30/97)	462	481
FY98 Net Remaining	2,660	2,762
Draft FY99 Gross Ceiling	15,834	35,433
Draft FY99 Net Remaining	2,700	2,762

### Glenmont Ceilings

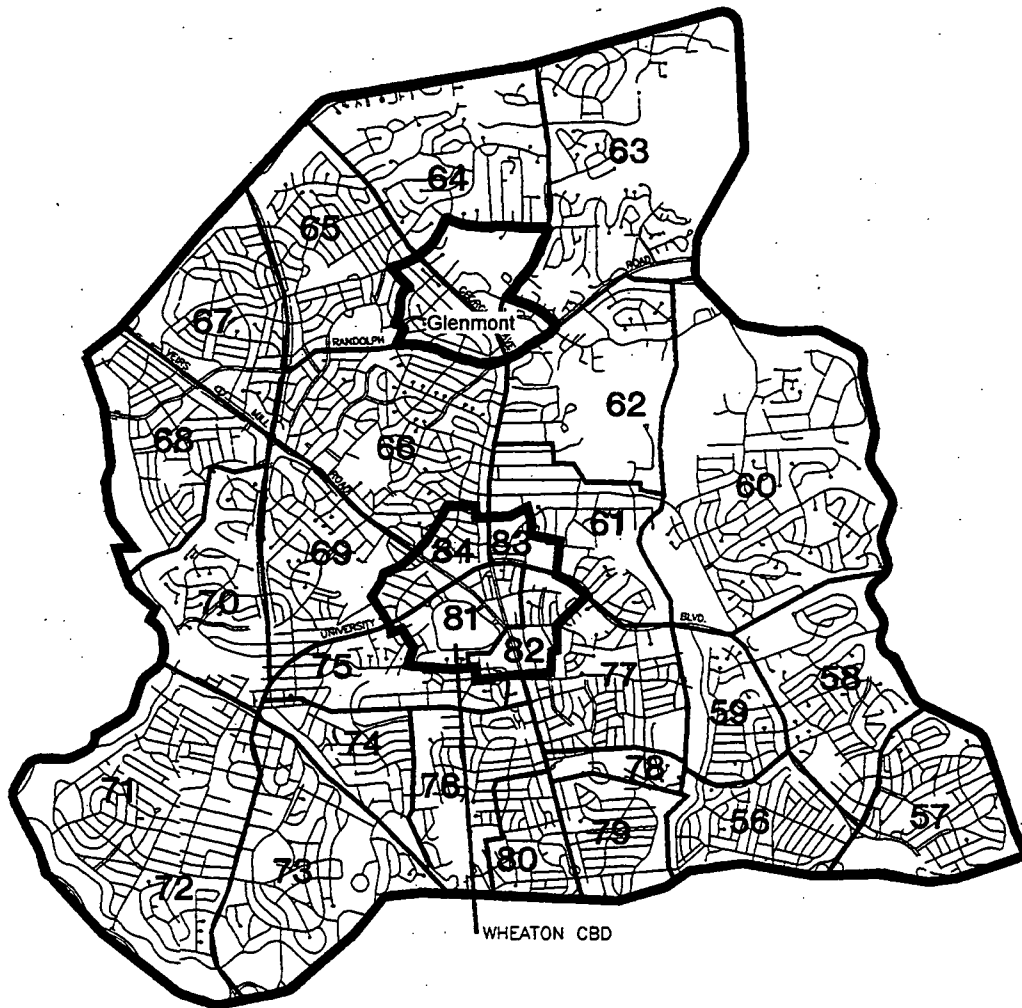
	Jobs	Housing
FY98 Gross Ceiling	927	1,910
1997 Base	727	1,278
Pipeline (9/30/97)	0	132
FY98 Net Remaining	200	500
Draft FY99 Gross Ceiling	927	1,910
Draft FY99 Net Remaining	200	500

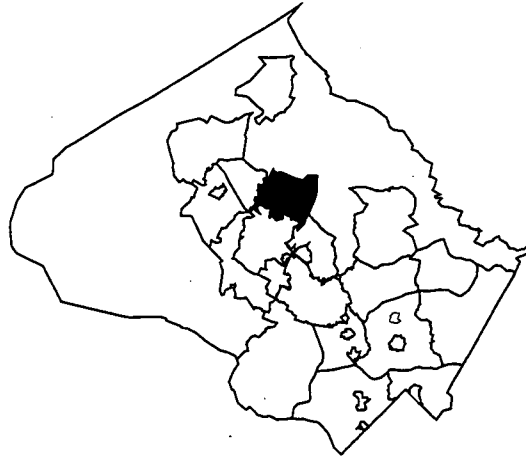
### Wheaton CBD Ceilings

	Jobs	Housing
FY98 Gross Ceiling	11,534	3,306
1997 Base	8,771	1,783
Pipeline (9/30/97)	129	14
FY98 Net Remaining	2,634	1,509
Draft FY99 Gross Ceiling	11,534	3,306
Draft FY99 Net Remaining	2,634	1,509

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## Kensington/Wheaton, Glenmont, and Wheaton CBD





## **MONTGOMERY VILLAGE/AIRPARK**

**Regional Transit Accessibility:** 0.76

**Transit Mode Share:** 0.14

**Average Congestion Index (Auto):** 0.56

**Auto Mode Share:** 0.86

**Moratorium for:** Jobs and Housing

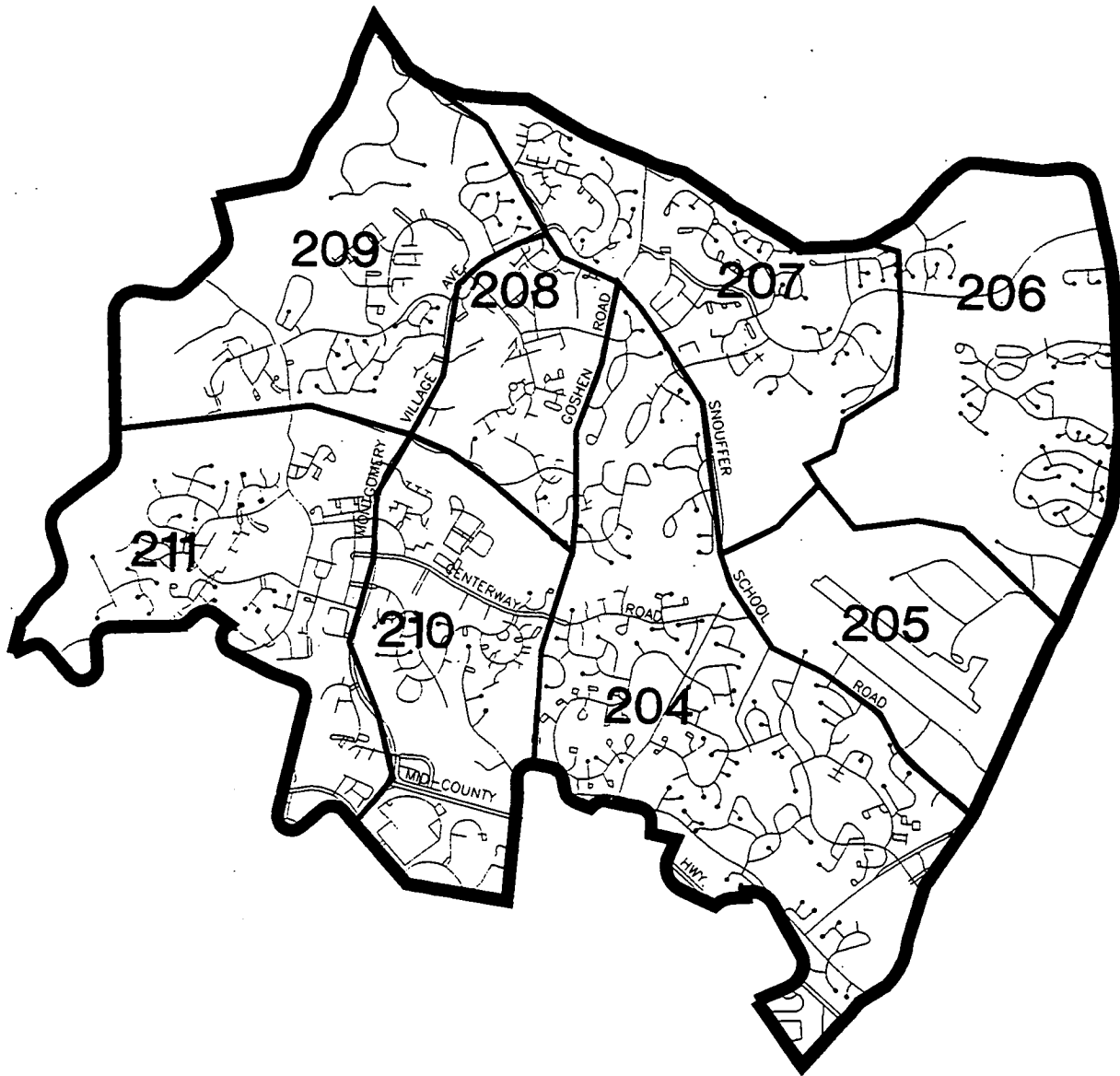
**Moratorium due to:** Existing Base of Development

<b>Montgomery Village/Airpark Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	10,610	10,887
1997 Base	9,497	14,860
Pipeline (9/30/97)	2,834	780
FY98 Net Remaining	-1,742	-5,170
Draft FY99 Gross Ceiling	10,610	10,887
Draft FY99 Net Remaining	-1,742	-5,170

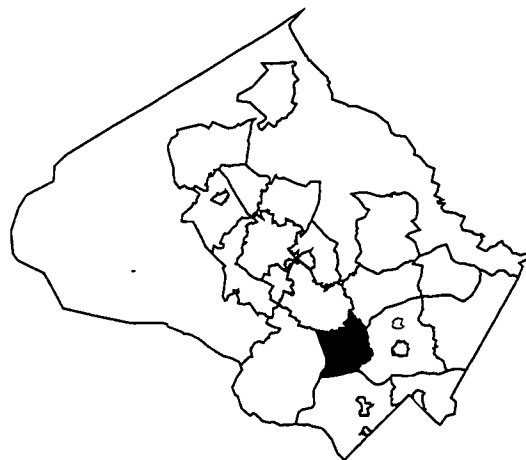


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## Montgomery Village/Airpark



## **NORTH BETHESDA including GROSVENOR, TWINBROOK, and WHITE FLINT**



### **Regional Transit Accessibility:**

**Transit Mode Share: 0.17**

**Average Congestion Index (Auto): 0.69**

**Auto Mode Share: 0.83**

**Not in Moratorium**

### **North Bethesda Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	61,962	14,095
1997 Base	56,601	12,139
Pipeline (9/30/97)	4,944	533
FY98 Net Remaining	417	1,458
Draft FY99 Gross Ceiling	62,962	14,095
Draft FY99 Net Remaining	1,417	1,458

### **Grosvenor Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	466	4,421
1997 Base	386	3,021
Pipeline (9/30/97)	0	0
FY98 Net Remaining	80	1,400
Draft FY99 Gross Ceiling	386	4,421
Draft FY99 Net Remaining	80	1,400

### **Twinbrook Ceilings**

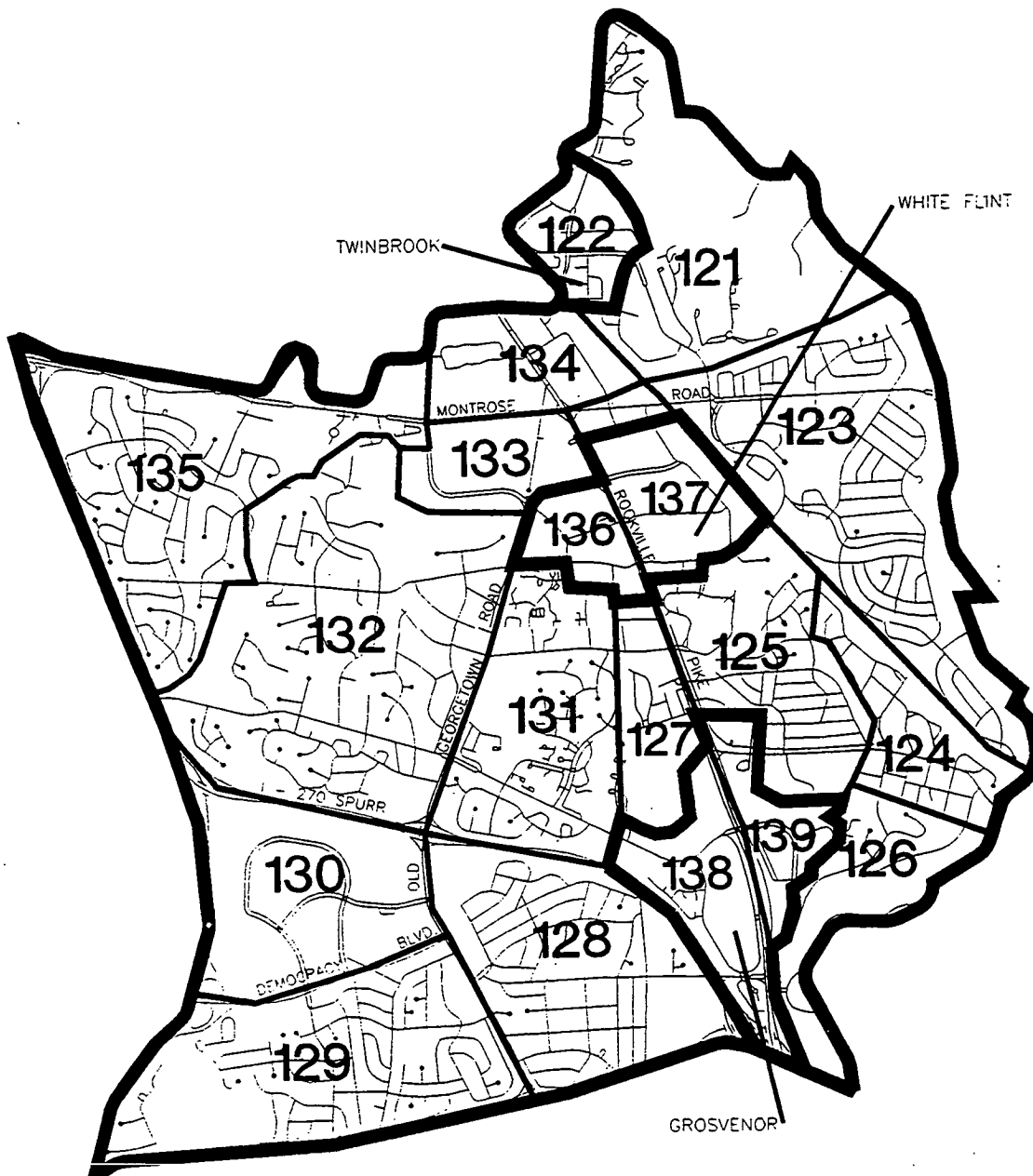
	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	10,308	306
1997 Base	9,337	6
Pipeline (9/30/97)	0	0
FY98 Net Remaining	971	300
Draft FY99 Gross Ceiling	10,308	306
Draft FY99 Net Remaining	971	300

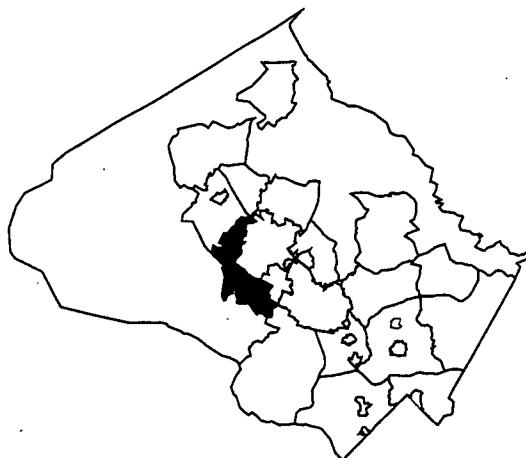
### **White Flint Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	9,094	2,095
1997 Base	5,922	395
Pipeline (9/30/97)	187	1,012
FY98 Net Remaining	2,985	688
Draft FY99 Gross Ceiling	9,095	2,095
Draft FY99 Net Remaining	2,985	688

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## North Bethesda, Grosvenor, Twinbrook, and White Flint





## **NORTH POTOMAC**

**Regional Transit Accessibility:** 0.81

**Transit Mode Share:** 0.07

**Average Congestion Index (Auto):** 0.57

**Auto Mode Share:** 0.93

**Moratorium for:** Housing

**Moratorium due to:** Existing Base of Development

### **North Potomac Ceilings**

FY98 Gross Ceiling

**Jobs**

916

**Housing**

7,247

1997 Base

723

7,467

Pipeline (9/30/97)

98

966

FY98 Net Remaining

95

-1,186

Draft FY99 Gross Ceiling

916

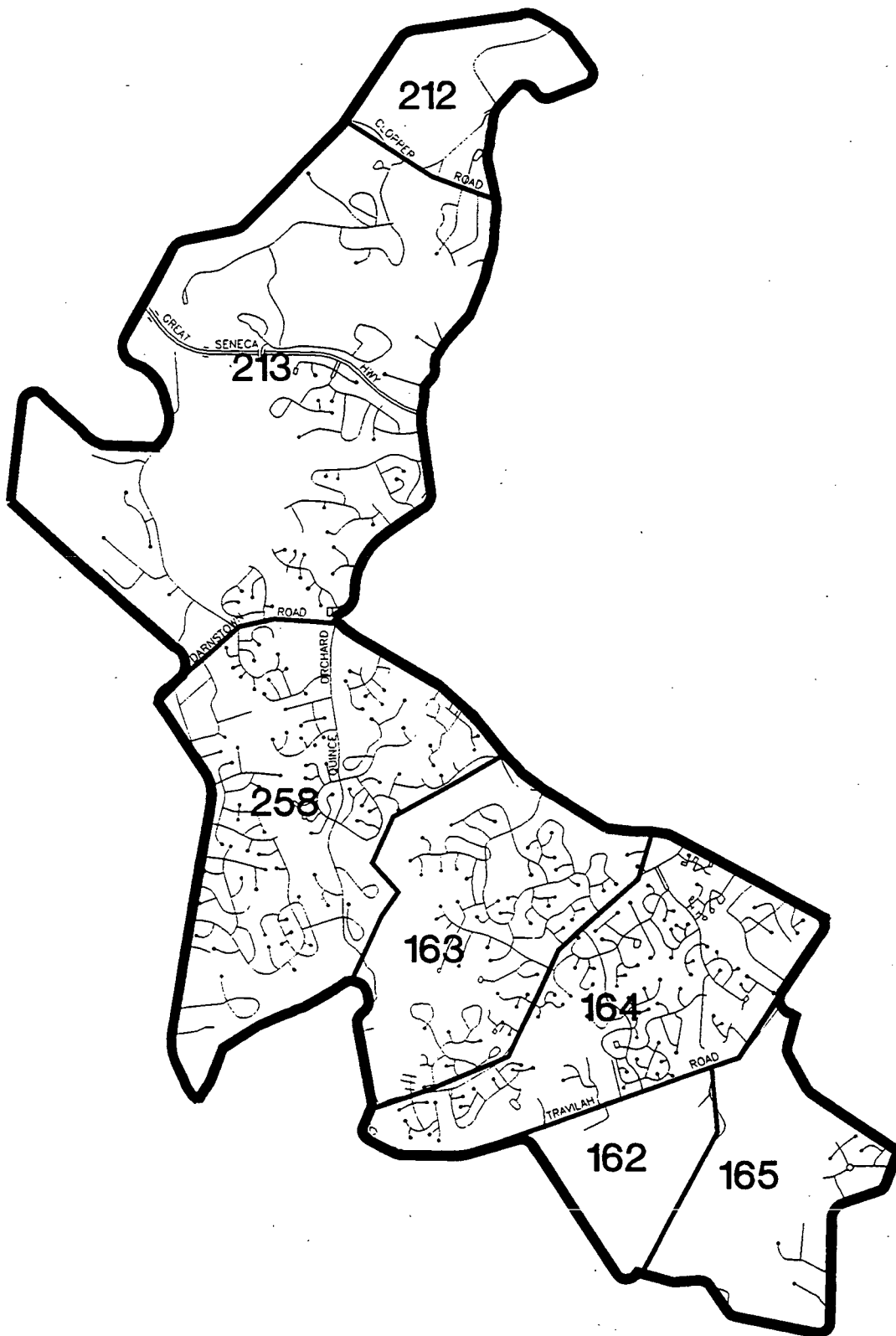
7,247

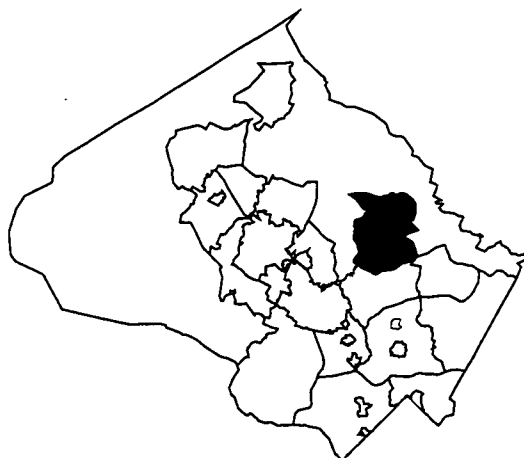
Draft FY99 Net Remaining

95

-1,186

## North Potomac





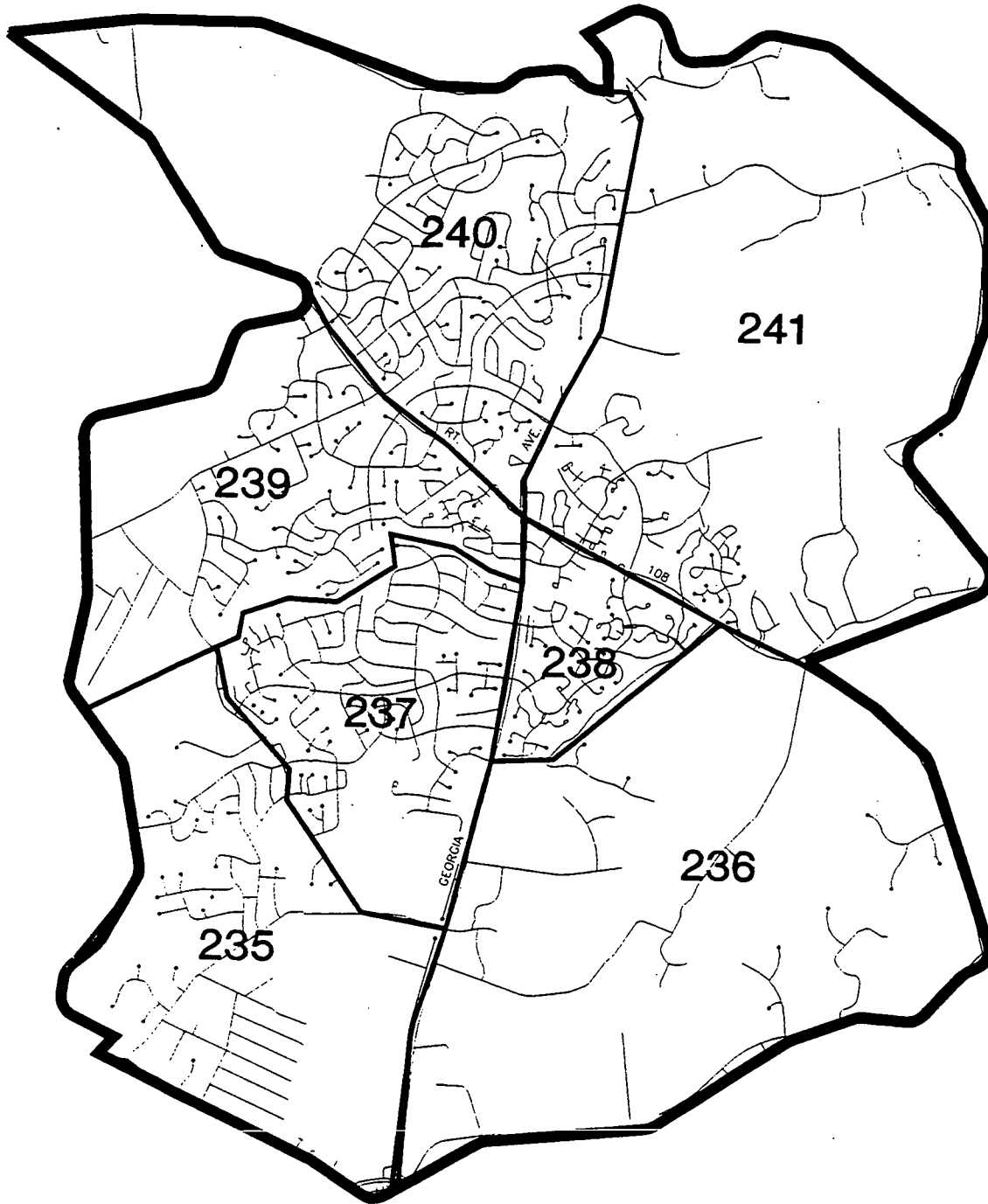
## **OLNEY**

**Regional Transit Accessibility: 0.72**  
**Transit Mode Share: 0.06**  
**Average Congestion Index (Auto): 0.58**  
**Auto Mode Share: 0.94**  
**Not in Moratorium**

<b>Olney Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	6,755	11,439
1997 Base	4,426	9,176
Pipeline (9/30/97)	349	2,095
FY98 Net Remaining	1,980	168
Draft FY99 Gross Ceiling	6,755	11,439
Draft FY99 Net Remaining	1,980	168

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## Olney





## **POTOMAC**

**Regional Transit Accessibility: 0.73**

**Transit Mode Share: 0.08**

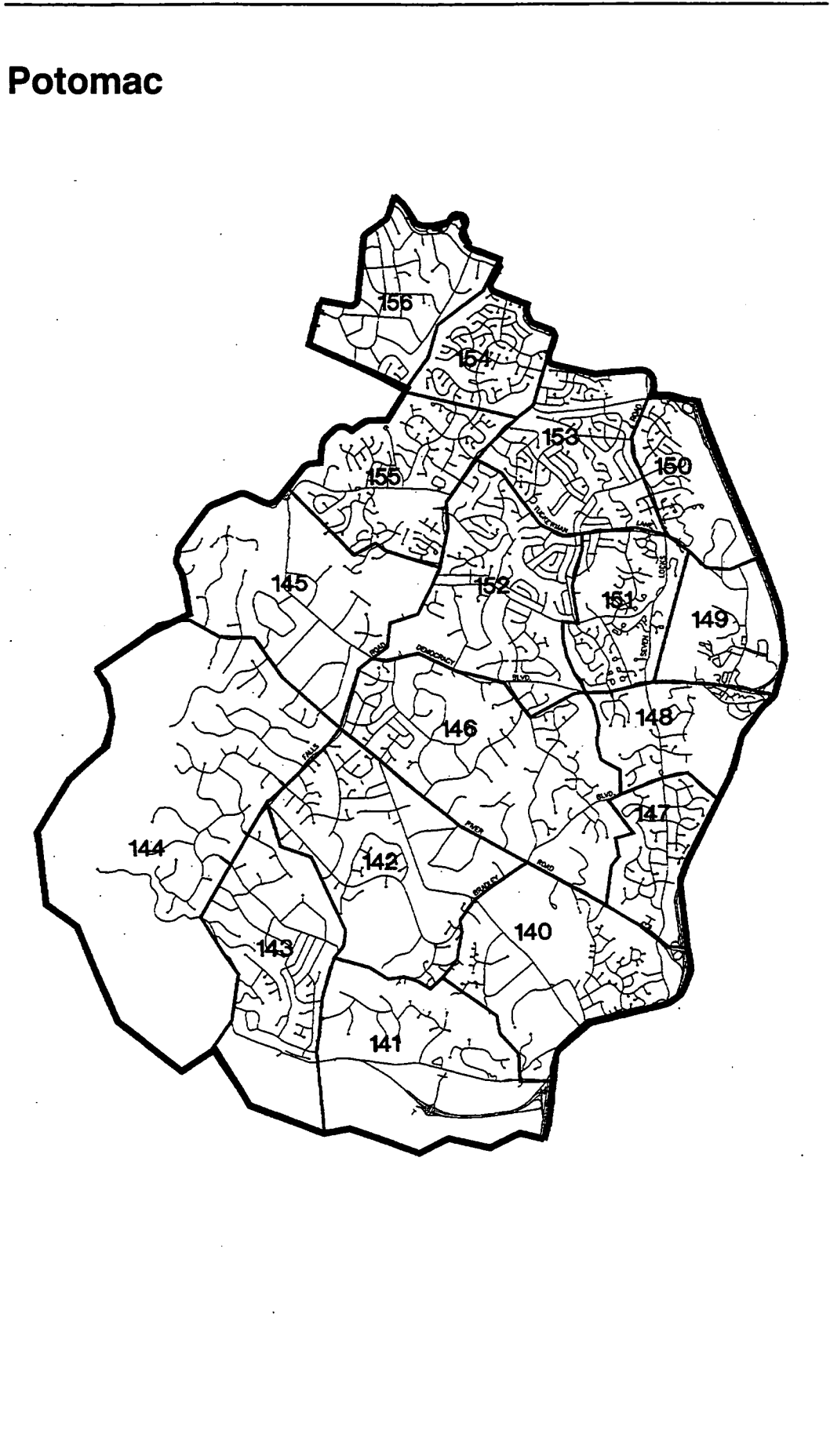
**Average Congestion Index (Auto): 0.57**

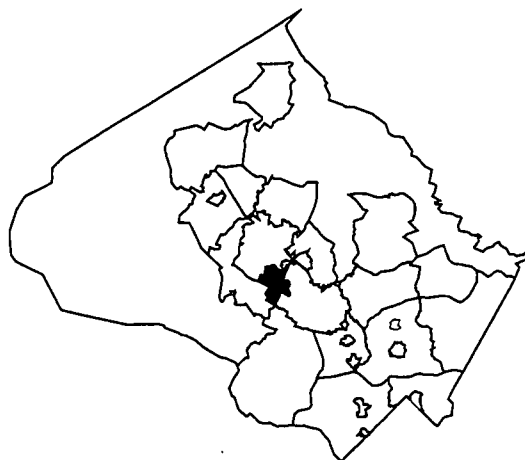
**Auto Mode Share: 0.92**

**Not in Moratorium**

<b>Potomac Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	11,722	18,059
1997 Base	9,486	15,605
Pipeline (9/30/97)	214	1,167
FY98 Net Remaining	2,022	1,287
Draft FY99 Gross Ceiling	11,722	18,059
Draft FY99 Net Remaining	2,022	1,287







## **R&D VILLAGE**

**Regional Transit Accessibility: 0.70**

**Transit Mode Share: 0.15**

**Average Congestion Index (Auto): 0.57**

**Auto Mode Share: 0.85**

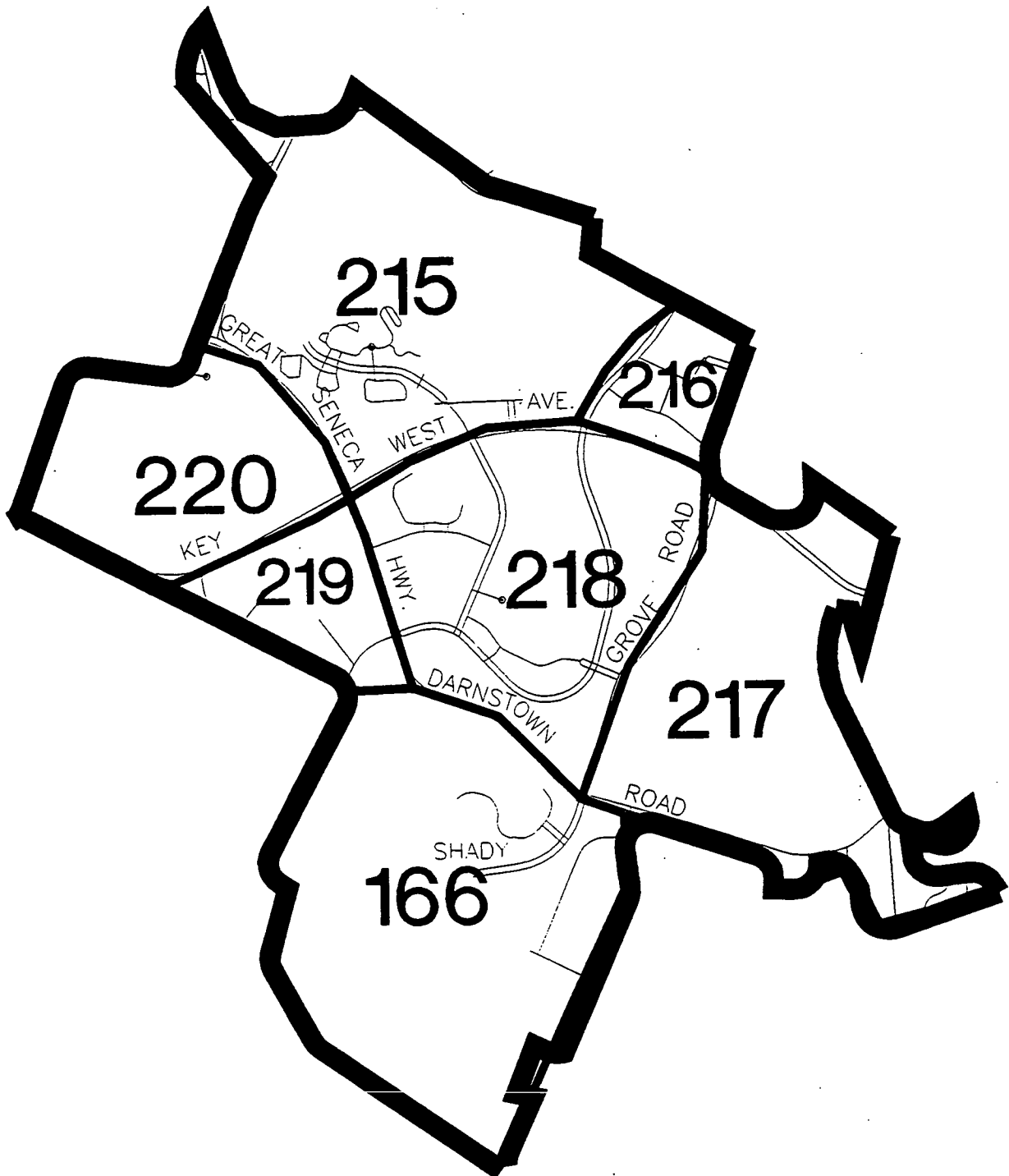
**Moratorium for: Jobs**

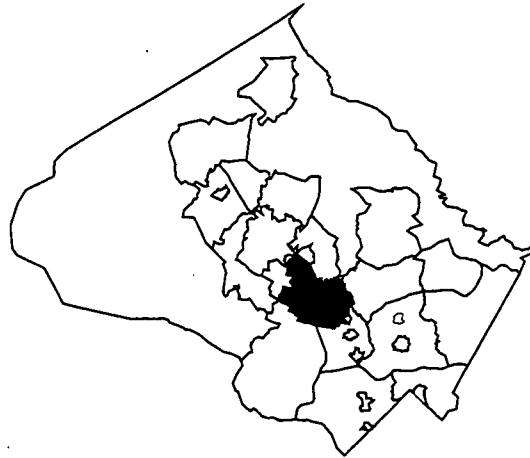
**Moratorium Due to: Existing and Approved Development**

<b>R&amp;D Village Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	26,747	4,362
1997 Base	10,306	2,246
Pipeline (9/30/97)	16,441	1,684
FY98 Net Remaining	0	432
Draft FY99 Gross Ceiling	26,747	4,362
Draft FY99 Net Remaining	0	432

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## Research and Development Village





## **ROCKVILLE**

**Regional Transit Accessibility: 0.43**

**Transit Mode Share: 0.14**

**Average Congestion Index (Auto): 0.61**

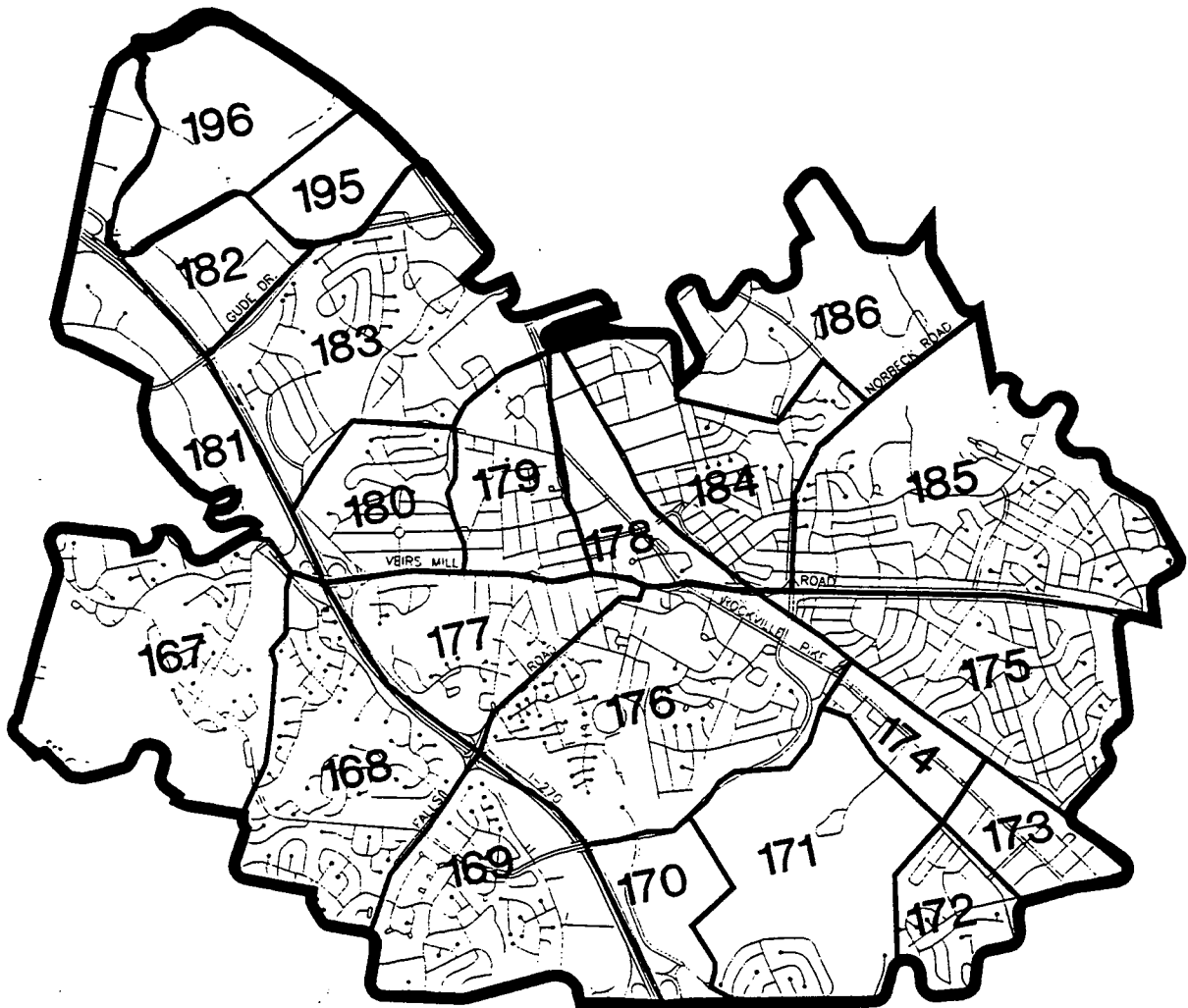
**Auto Mode Share: 0.86**

**Level of Service Exceeded, But Not Subject to County Review**

<b>Rockville Ceilings</b>	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	65,302	18,810
1997 Base	56,325	15,901
Pipeline (9/30/97)	29,044	4,225
FY98 Net Remaining	-20,067	-3,316
Draft FY99 Gross Ceiling	65,302	16,810
Draft FY99 Net Remaining	-20,067	-3,316

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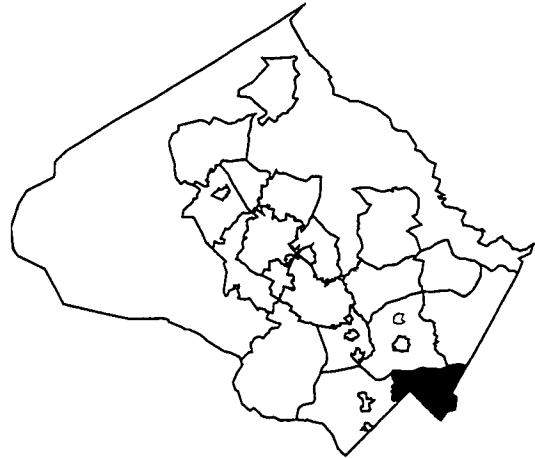
# Rockville



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## **SILVER SPRING/TAKOMA PARK including SILVER SPRING CBD**

**Regional Transit Accessibility: 0.00**  
**Transit Mode Share: 0.37**  
**Average Congestion Index (Auto): 0.93**  
**Auto Mode Share: 0.63**  
**Not in Moratorium**



### **Silver Spring/Takoma Park Ceilings**

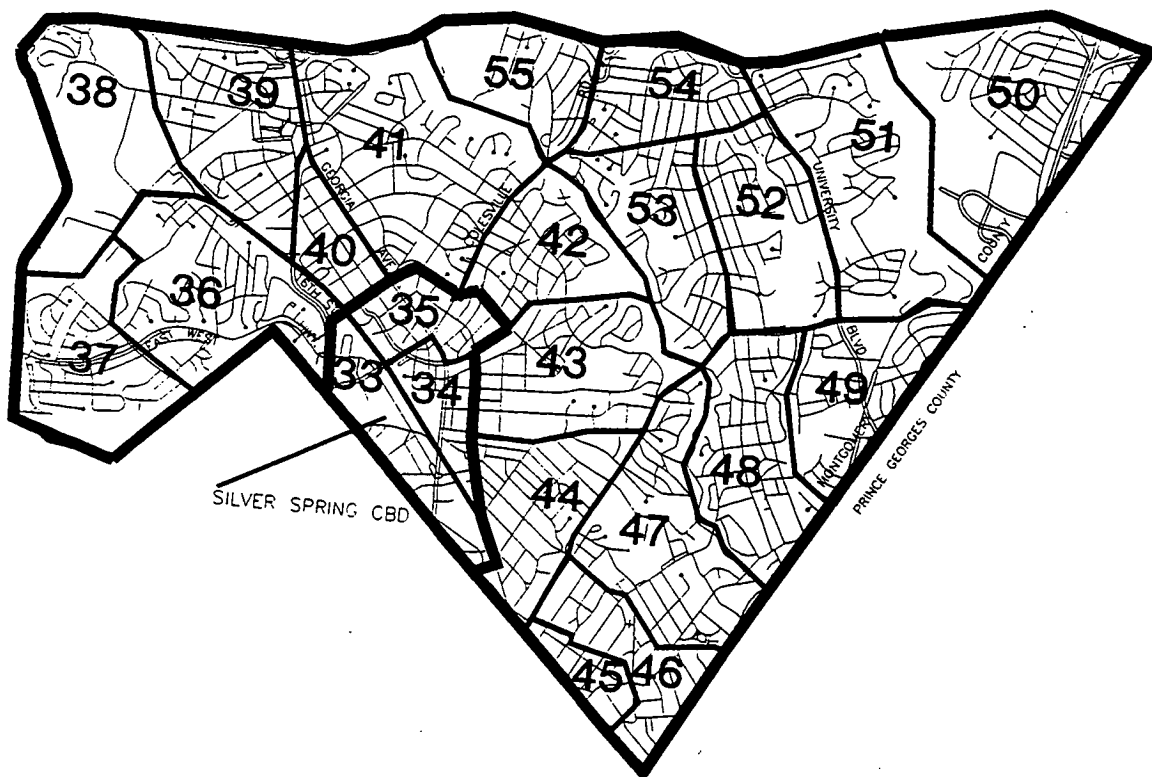
	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	14,070	29,481
1997 Base	12,546	27,011
Pipeline (9/30/97)	959	110
FY98 Net Remaining	565	2,360
Draft FY99 Gross Ceiling	14,070	29,481
Draft FY99 Net Remaining	565	2,360

### **Silver Spring CBD Ceilings**

	<b>Jobs</b>	<b>Housing</b>
FY98 Gross Ceiling	41,005	11,423
1997 Base	34,468	5,300
Pipeline (9/30/97)	3,335	1,288
FY98 Net Remaining	3,202	4,835
Draft FY99 Gross Ceiling	41,005	11,432
Draft FY99 Net Remaining	3,202	4,835

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## Silver Spring/Takoma Park and Silver Spring CBD



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## Appendix 2

### Capital Improvements Program

The following tables show transportation projects in the County's FY98-03 Capital Improvements Program and Maryland FY97-01 Consolidated Transportation program by Policy Area.

A number of projects are listed that are not countable for the Annual Growth Policy at this time. These may be projects that are under study (the Intercounty Connector); in Facility Planning (MD124 Extension) Phase 2, or are needed for safety only (Robey Road).



**Table 8: LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY98-2003 CAPITAL IMPROVEMENTS PROGRAM AND MARYLAND FY98-2003 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Aspen Hill	Line 22	154168	F-9	Intercounty Connector	Project Planning	N	N	----
	11-46	508617		I-370 to U.S. 1	Study	N	N	----
Bethesda/Chevy Chase and Bethesda CBD	Line 22	(MTA)	Transit	Georgetown Branch Trolley/Trail	Project Planning	N	N	----
	11-119	873198	Easement	Silver Spring to Bethesda Metrorail Stations	Study			
	Line 20	251053	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning Study (HOV)	N	N	----
Cloverly	Line 16	153337	M-12	MD 650 - New Hampshire Avenue Randolph Road to MD198	+ 2 Lanes Divided	Y	Y	1997
	Line 9	153305	M-18	Norbeck Road Extended	2 lanes	Y	Y	2000
	11-53	509321		Layhill Road (MD 182) to New Hampshire Ave (MD 650)				
	Line 22	154168	F-9	Intercounty Connector	Project Planning	N	N	----
	11-46	863117		I-370 to U.S. 1	Study			
Damascus	11-33	933137	A-12	MD 124 Extension (A-12) Phase 2: 1,150 feet North MD 108/MD 124 to MD 27	Facility Planning	N	N	----
	11-58	873121	P-4 (DAM)	Sweepstakes Road Cutsail Drive to 700 feet East to Showbarn Lane	Safety	Y	Y	1998

Notes: "ARP" is Montgomery County's Approved Road Program. Projects listed in the ARP are countable for Local Area Transportation Review.

"In AGP" means that a project is expected to be countable for Policy Area Transportation Review in FY98. These include projects which are 100 percent programmed for construction in the first 5 years of the County's CIP, the City CIPs, or the State CTP.

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY98-2003 CAPITAL IMPROVEMENTS PROGRAM  
AND MARYLAND FY98-2003 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Derwood/Shady Grove	Line 22	154168	F-9	Intercounty Connector	Project Planning	N	N	----
	11-46	508617		I-370 to U.S. 1	Study			
	Line 18	101062	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick County Line	Project Planning Study	N	N	----
	Line 27	153414	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	----
Fairland/White Oak	11-35	833969	A-98	East Randolph Road Widening, Phase 2 Fairland Road to Old Columbia Pike	+ 3 Lanes	Y	Y	1998
	Line 22	154168	F-9	Intercounty Connector	Project Planning	N	N	----
	11-46	863117		I-370 to U.S. 1	Study			
	Line 21	152019	M-10	U.S. 29 Improvement Study Sligo Creek to Howard County Line	Project Planning Study	N	N	----
	11-38	883103	M-95,A-86	Briggs Chaney Road Widening: Phases 1 and 2				
				P2:S1: Automobile Blvd. to Gateshead Manor Way	+2 Lanes Divided	N	N	----
				P2:S2: Gateshead Manor Way to South of Dogwood Drive	+ 1 Lane	N	N	----
				P2:S3: South of Dogwood Drive to Fairland Road	+ 1 Lane	N	N	----
	11-57	923174	P-29 (EMC)	Robey Road South of Briggs Chaney Road to Greencastle Road	Safety Improvement	Y	N	1999

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY98-2003 CAPITAL IMPROVEMENTS PROGRAM  
AND MARYLAND FY98-2003 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Gaithersburg City	Line 19	101062	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick County Line	Project Planning Study	N	N	----
	Line 12	153386	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	+2 Lanes Divided	Y	Y	1997
	Line 22 11-46	154168 508617	F-9	Intercounty Connector I-370 to U.S. 1	Project Planning Study	N	N	----
	Line 23	153387	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	Project Planning Study	N	N	----
	Line 26	153435	M-26	MD 117 Clopper Road Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Project Planning Study	N	N	----
	----	89-3	A-17	Longdraft Road Great Seneca Highway to Quince Orchard Road (MD 124) Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Developer Contribution to Future Widening Study	N	N	----

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY98-2003 CAPITAL IMPROVEMENTS PROGRAM  
AND MARYLAND FY98-2003 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Germantown East	11-48	508671	M-61	MD 118 Relocated	+ 4 Lanes	Y	Y	1998
	Line 11	153023		Phase II: I-270 to Frederick Road (MD 355)				
	Line 4	151094	F-1	I-270				
				MD 118 to Clarksburg Road (MD 121)	+ 2 Lanes	Y	Y	1997
	Line 18	101062	F-1	I-270 and U.S. 15, Frederick Freeway	Project Planning	N	N	----
				I-270: I-270 to Frederick County Line	Study			
	Line 27	153414	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study	Project Planning	N	N	----
				MD 355 to MD 80	Study			
			M-6	MD 355 Frederick Avenue				
	Line 13	153397		a. Montgomery Village Avenue to Middlebrook Road	+ 2 Lanes	Y	Y	1998
	Line 14	15NEW1		b. Middlebrook Road to Ridge Road (MD 27)	+ 2 Lanes	Y	Y	1997
Germantown West and Germantown Town Center	11-48	508671	M-61	MD 118 Relocated	+ 6 Lanes Divided,	Y	Y	1997
	Line 11	153023		Phase I: Wisteria Drive to Clopper Road (MD 117)	+ 2 Lanes (A254-117)			
	11-40	508715	M-27	Father Hurley Blvd./Ridge Road Extended				
				Section 2: a) Crystal Rock Drive to Gore of Interchange with I-270	6 Lanes Divided	Y	Y	1997
				Section 2: b) Interchange with Partial I-270	6 Lanes Divided	Y	Y	1997

continued next page

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY98-2003 CAPITAL IMPROVEMENTS PROGRAM AND MARYLAND FY98-2003 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Germantown West and Germantown Town Center continued	11-44	508611		Great Seneca Hwy Phase III Middlebrook Road to Quince Orchard Rd.	4 lanes	Y	Y	1998
	11-87	509475		Germantown Town Center Intersection Improvements	---	Y/N	N	to 1998
	Line 18	(MTA)	Commuter Rail	Brunswick Line MARC Service Extension to Frederick	----	---	N	----
	Line 3	151094	F-1	I-270 MD 118 to Clarksburg Road	+ 2 Lanes	Y	Y	1997
	Line 18	101062	F-1	I-270 and U.S. 15, Frederick Freeway I-270: I-270 to Frederick County Line	Project Planning Study	N	N	----
	Line 26	153435	M-26	MD 117 Clopper Road Frederick Avenue (MD 355) to Clarksburg Road (MD 121)	Project Planning Study	N	N	----
Kensington/Wheaton and Wheaton CBD	Line 1	(WMAT)	Metrorail	Metrorail (Red Line) Construction	----	N	N	1998
	Line 7	152043	M-10	U.S. 29 Columbia Pike Intersection Reconstruction at Four Corners		Y	Y	1998
	Line 22	152019	M-10	U.S. 29 Improvement Study Sligo Creek to Howard County Line	Project Planning Study	N	N	----

continued next page

**LIST OF TRANSPORTATION PROJECTS IN COUNTY'S FY98-2003 CAPITAL IMPROVEMENTS PROGRAM  
AND MARYLAND FY98-2003 CONSOLIDATED TRANSPORTATION PROGRAM, BY POLICY AREA**

Policy Area	PDF or Line No.	Project No.	MPH No.	Project Name with Phases and/or Limits	Scope of Improvements	In ARP? (Y/N)	In AGP? (Y/N)	DONE by FY
Montgomery Village/ Airpark	11-80	508254	A-17	Watkins Mill Road Bridge Whetstone Run Stream	+ 2 Lanes	Y	Y	1998
	Line 26	153414	M-27,A-11 M-21,A-12	MD 124/MD 27 Corridor Study MD 355 to MD 80	Project Planning Study	N	N	----
North Bethesda, Grosvenor, White Flint, and Twinbrook North Potomac	Line 1	151151	---	I-270 East Spur: new connection at the Rockledge Drive Connector	new interchange	N	Y	2002
	Line 12	153386	M-24	MD 124 Quince Orchard Road Darnestown Road (MD 28) to Longdraft Road	+ 2 Lanes Divided	Y	Y	1998
	Line 23	153387	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	+ 2 Lanes Divided	N	N	----
	Line 26	153435	M-26	MD 117 Clopper Road Frederick Ave. (MD 355) to Clarksburg Rd. (MD 121)	Project Planning Study	N	N	----
Olney	Line 22	154168	F-9	Intercounty Connector	Project Planning	N	N	----
	11-46	863117		I-370 to U.S. 1	Study			
	Line 9 11-53	153305 509321	M-18	Norbeck Road Extended Layhill Road (MD 182) to New Hampshire Ave (MD 650)	2 lanes	Y	Y	2000

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Potomac	11-59	508610	A-79	Seven Locks Road: River Road to Dwight Drive River Road to Dwight Drive	Safety Improvement	Y	N	1998
	Line 28	153371	M-14	Falls Road (MD 189) River Road (MD 190) to Wootton Parkway	Project Planning Study	N	N	----
R & D Village	11-42	903145	M-42	Life Sciences Center Roadway Improvements Shady Grove Rd at I-270: Choke Cherry Rd to Corporate Blvd.	+ 2 Lanes	Y	Y	1996
	Line 8	153439	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard	+ 2 Lanes	Y	Y	1998
				Research Boulevard to Gude Drive	6 Lanes Divided	Y	Y	1998
	Line 23	153387	M-22	MD 28 Darnestown Road Key West Avenue to Riffleford Road	Project Planning Study	N	N	----
Rockville	Page 266	0B11	A-72	Wootton Parkway Falls Road to MD 28	+ 2 Lanes Divided Project Planning Study	N	N	----
	Line 8	153439	M-22	MD 28, Darnestown Road Relocated (Key West Avenue) I-270 to Research Boulevard	+ 2 Lanes	Y	Y	1998
				Research Boulevard to Gude Drive	6 Lanes Divided	Y	Y	1998
	Page 256	A211	A-250	Avery Road Reconstruction Redgate Golf Course entrance North to Rockville City Limits	Safety	N	N	1999
	Page 264	6K11	I-1	Southlawn Lane Lofstrand Lane to Gude Drive	Safety	N	N	2000
	Page 258	8C11		Fleet Street Extension	2 lanes	N	Y	1998

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Silver Spring/Takoma Park and Silver Spring CBD	11-94	508716		Silver Spring Traffic Improvements	14 Intersections	----	Y/N	varies
	Line 22	(MTA)	Transit	Georgetown Branch Trolley/Trail	Project Planning	N	N	----
	11-119	508798	Easement	Silver Spring to Bethesda Metrorail Stations	Study			
	Line 20	250002	F-8	I-495/I-95 Capital Beltway American Legion to Woodrow Wilson Bridges	Project Planning Study (HOV)	N	N	----



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